

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXVII. No. 7
WEEKLY.

BALTIMORE, MARCH 8, 1900.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY THURSDAY BY THE
Manufacturers' Record Publishing Co.,
RICHARD H. EDMONDS, President.
OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

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SUBSCRIPTION, - - - \$4.00 a Year.
TO FOREIGN COUNTRIES, - - 25s. 6d. a Year.

BALTIMORE, MARCH 8, 1900.

Referring to the special Baltimore-Southern Supplement of the Manufacturers' Record the Cotton Ginners' Journal of Waco, Texas, says:

It attracted so much interest in this country and Europe that (to meet the demands of readers) the Manufacturers' Record has issued a supplement containing the cream of the matter in the December 14 number. * * * We commend most cordially the valuable work the Manufacturers' Record has done and continues to do in behalf of the upbuilding and development of the South. It is unwearied in that work, and is unusually intelligent in its methods and arguments. Many sections of our common South are enjoying prosperous conditions today largely due to the capable and unselfish work of the Manufacturers' Record.

In a letter to the Manufacturers' Record Mr. H. C. Wilson, treasurer and manager of the Williamston Oil & Fertilizer Co. of Williamston, S. C., writes:

We like the Manufacturers' Record very much, and think every Southern manufacturer should have it.

Textiles in Mississippi.

The first bill introduced in the senate of the present session of the Mississippi legislature provided for an appropriation of \$40,000 for the establishment of a textile school at the State Agricultural and Mechanical College. It was quickly passed by the senate, and has now been passed by the lower house. It was rather significant that upon the day of the final passage of the bill Mr. D. A. Tompkins of Charlotte, N. C., was at Jackson, and by unanimous request of the legislature discussed the relation of the textile education to the development of cotton manufacturing.

The speech was described as the clincher of the movement for the textile school. He contended that the boy who expects to manufacture cotton should learn the principles involved in each machine in the mill and acquire the necessary skill to operate it, and he asserted that of two boys, one having a fine technical education with a little practice and the other having only a common school education and having served a full apprenticeship, the chances for success were four to one in favor of the latter. When the technical education and apprenticeship were combined in one young man, he said, he was master of his occupation. The higher technical school would open up the way for profitable occupation for every farmer's son or daughter in

the State, and for all other people who needed an opportunity to get a start in life.

Mr. Tompkins is one of the best-known examples in the South of the combination of technical and practical training in the cotton-mill industry. He has been a close student of the results of the growth of the textile industry in the Piedmont region of the South. He has been active in the establishment of textile schools in that region, and it is a good omen for Mississippi that he should have had a hand in carrying through the measure which marks the beginning of a new era in the State in which its industrial opportunities ought to be thoroughly exploited.

Centers of Industry.

Suggestions for Southern States are presented in an article in the New York Sun calling attention to the variety and extent of manufactures in New York State. It says that manufactures are so generally distributed that there are few cities and scarcely any towns which have not at least one distinctive industry employing from 1000 to 10,000 persons. It mentions Albany stoves and ranges, Amsterdam carpets, Gloversville gloves, Schenectady electric appliances, Hoosick Falls harvesting machinery, Dunkirk locomotives, Cohoes print cloths, Troy collars and cuffs, Yonkers carpets, Jamestown worsted goods, Seneca Falls pumps, Corning glass, Binghamton cigars, Cortland wagons, Elmira bridges, Watertown air brakes, Herkimer office desks, Little Falls knit goods, Fort Edward paper, Ballston leather goods, Sing Sing boots and shoes, Peekskill heaters, Haverstraw bricks, Walden cutlery, Poughkeepsie horseshoes, Middletown saws, Sag Harbor watch cases, Tonawanda lumber, Buffalo railroad supplies, Wappinger Falls calico prints, Ticonderoga writing paper, Catskill paving bricks and Newburgh boats and boat engines, while New York and Syracuse have so many industries none can be said to be distinctive.

The South has yet to evolve its New York with its combination of manufactures, commerce and internal trade on such a vast scale that no one feature may be said to be distinctive. Many years must pass, too, before any Southern State will possess the variety and number of industries which make New York so notable. Still, the South has already its centers of manufacturing of one kind and another which come to mind whenever the names of the cities or towns are mentioned. Newport News with its shipbuilding, Charlotte with its cotton mills, Birmingham with its iron and steel, Mount Pleasant with its phosphates, High Point with its furniture factories, Mineral City with its pyrites, Corsicana with its petroleum, Pocahtontas with its coal, and Beaumont with its lumber are illustrations. Of course, there are other places—Richmond with its locomotive

works, its tobacco factories, woodenware works, ironworking establishments, shipyard and abattoirs; Norfolk with its lumber mills, woodworking establishments, machine shops and other activities growing from its importance as a railroad terminal and point of export; Anniston with its iron interests and car shops; Knoxville, Chattanooga, Nashville, Greensboro, Augusta, Georgetown, Brunswick, New Orleans, Mobile, Little Rock, Houston, Galveston—where diversification of industries has assumed more or less large proportions, while in other cities and towns the industrial and commercial life has been quickened and week by week one undertaking after another is entering the field.

The experimental stage of the South's return to a cultivation of its industrial energies has been passed. With increasing railroad facilities, with a market close at hand made by the development of the large enterprises dealing with raw material from the forests, fields and the mines, the reputation of cities already established in special lines must become greater, while the number of cities occupied in diversified industries and the number of those industries must increase. The time required for a realization of the possibilities in this direction is determinable by the Southern people themselves.

The Spirit of Progress.

Throughout the South there has been in recent months a decided increase of activity among commercial and industrial bodies looking to the development of their respective communities. The Commercial and Industrial Association of Montgomery, Ala., for example, began the year with the determination to give more attention than ever to the upbuilding of industries there. In a spirited discussion of its members the trend of opinion was in favor of supporting industries already established, and of securing and publishing facts likely to attract others to the city. The 16 per cent. earned by the People's Cotton Factory was used as an illustration of the possibilities for other undertakings, among which a packing-house with a capital of \$100,000 and a \$30,000 furniture factory were suggested.

The Richmond (Va.) Times has obtained from representative citizens expressions of opinion about the best plans for increasing the importance of the city as a manufacturer. The suggestions included additions to the railroad facilities for connection with outside points, and rapid transit within the city, and establishment of railroad car works, of woolen mills, a dry-dock, additional hotel facilities, the fostering of home industries, the building of small industrial plants, the cultivation of a sentiment in support of savings banks and local insurance companies, more tobacco warehouses and street and school improvements.

A similar spirit has been manifested at Savannah, Chattanooga, Memphis, New Orleans, Houston, Little Rock

and other Southern cities, and the agitation ought to lead to practical accomplishments for the benefit of the several cities, contiguous territory, and ultimately the whole South.

One of the gentlemen of Richmond made the point that it was not sufficient for the people to talk about what should be done, or to promise merely to stand by the city and its interests, but that they should act, and act effectively. That is the thought for all workers for communities in the South to have constantly before them. Advantages of united effort, of the establishment of industries and of improvements making a city attractive to capital, labor and other homeseekers are so obvious, and they have been set forth so frequently and so persistently, that really it ought not to be necessary to talk about them. It is a fact, though, that much talk and much writing must be done before all possibilities may be realized. Side by side, though, with talking and writing should be action. It need not be on a great scale at first; it may take form in a machine shop, cotton mill or foundry built by local capital, willing to show forth its faith by its works. A fact accomplished, though, is a fact, and the history of Southern cities records more than one notable example of the development of great industrial undertakings from small beginnings, bringing others to their vicinity and inspiring to similar efforts elsewhere.

What has been done in this direction already should be sufficient to insure greater achievements in the future.

A Bold Proposition.

Judged by its preliminary report, the work of the industrial commission, appointed about two years ago for various reasons, seems destined to end with the filing of reports. A dispatch from Washington, alluding to the preliminary report, says that it recommends that the interstate commerce commission be given authority to prescribe the methods of keeping accounts of the railroads and to demand reports in such detail as it may require, to inspect and audit such accounts, to prescribe classification of freight articles and to make rules and regulations for freight transportation throughout the United States. Such enormous authority would practically mean the operation of the railroads of the United States by the interstate commerce commission, a proposition sufficient to send the paternalist into raptures of delight and to bring despair to persons who understand the working of railroads, and who contend for a maintenance of the original American spirit.

The proposition of the industrial commission boldly expresses the purpose of the measure known as the Cullom bill, now before the Congress, and sets forth without equivocation the hideous nakedness of that measure. It is but the logical result of the agitation which was met some years ago in the creation of the interstate commerce com-

mission with just enough authority to be annoying and not enough to bring the American people to a realization of the evils inherent in attempts to compromise with agrarianism. With increasing years the commission has waxed mighty in its demands, paralleling manifestations in one form or another of the mob movement against property rights and corporate capital. In condensing these extreme demands in its recommendation that absolutism be conferred upon the interstate commerce commission, the industrial commission has really conferred a benefit upon the country. The simplicity of the language of the recommendation permits of no clouding of the issue by sophistry. It brings the issue clear-cut and emphatic straight to the front. The issue is, shall trained railroad men, familiar with every detail of the operation of the vast systems entrusted to them by hundreds of thousands of men and women who have been prudent and industrious enough to accumulate property for themselves and their children, be permitted to direct the affairs of the railroads, or shall the railroads be turned over bodily to a group of men dependent for their positions upon political favor, and, consequently, susceptible more or less to the influence of a demagogism in which the commission was born—a group of men with unlimited power and limited ability to exercise that power intelligently?

In answering that question the people of the United States who think, and whose duty it is to prevent their representatives from committing themselves to revolution, will naturally inquire whether, in the event of the extension of the principle of national control by a practically irresponsible commission of the vast railroad interests of the country, representing an investment of about \$12,000,000,000 and the welfare of more than three-quarters of a million of wage-earners, the same principle may not be quickly applied to every other activity requiring large capital and many employees. Forty years ago the announcement of such a principle would have been regarded as the wild dream of unreason. Even in more recent years its enunciation has been met by the careless attitude of the American mind, which is inclined to regard absurdities, however dangerous, as impossibilities. When a body of American citizens, selected presumably for their wide knowledge and wisdom, calmly recommends such a plan of solving difficulties, the people are likely to be shocked into a position of thoughtfulness and into a state of appreciation of the fact that it is necessary for them to be heard, and heard positively and promptly.

"Every Southern Planter Ought to Take It."

Manufacturers' Record Publishing Co.:

I am a subscriber of the Southern Farm Magazine, and while I read everything in it with a great deal of interest, I was specially interested in the articles in the March number on the subjects "Reciprocity as a Widener of Southern Farmers' Markets," by Hon. Chas. W. Dabney, and "Cottonseed Oil and the French Reciprocal Treaty," by J. B. Killebrew. Those articles have put us down here to thinking. We did not know before what a profit there is in cotton-oil mills.

We are considering the matter of erecting a small mill in our little town, Lorane. Now what we want to know is the cost. Can you tell us what the machinery for a small mill would cost, or put us in communication with those who deal in such ma-

chinery, and give us such information as we need to begin with? If you will thus oblige us we will always feel very grateful to you.

I do not mean to flatter when I say that the Southern Farm Magazine is the cleanest, the most ably edited and manifests a deeper interest in the Southern farmer than any paper I have ever read. Long may it wave. Every Southern planter ought to take it. C. W. HOWARD.

Lorane, Bibb County, Georgia.

\$500.00 in Prizes.

The Southern Farm Magazine, which has become a leader of the best thought about the improvement of Southern agriculture and farm life, and is a welcome visitor to the family circle in town and country, with a view to increasing during the coming year its usefulness, and to appeal to a much larger constituency, offers a series of prizes for special articles, which should enlist the active interest of the whole South. \$500.00 will be distributed in prizes as follows:

\$50.00 to the Southern graduate or student of any technical school in the South for the best presentation of the opportunities for young men in Southern industry, their difficulties and the means to overcome them.

\$50.00 to the Southern graduate or student of any agricultural college in the South for the best paper on the opportunities for young men in Southern agriculture, its methods, its difficulties and its future.

\$50.00 to any Southern woman for the best paper on the life of women in the farmhouse, its drawbacks, its advantages in comparison with life of women in cities.

\$50.00 to any Southern woman for the best paper on the opportunities for Southern women compelled to earn a living upon lines not in competition with the work of men, such as those suggested by fancy pickle-making, poultry-raising, bulb-planting and pine-cone-gathering.

\$50.00 to the Southern graduate or student of any Southern woman's college for the best paper on the task of Southern women in education both at home and at school.

\$50.00 to any employee of a Southern cotton mill or iron company for the best paper on labor conditions in the South, their problems and the best means to solve them to the benefit of labor and capital without the interference of legislation.

\$50.00 to the Southern farmer who submits the best paper on the relations of the Southern manufacturer to farming.

\$50.00 to the member of any Southern commercial organization for the best paper on the promotion of Southern commerce, with special reference to commerce with the Latin-Americas, Africa and the Far East.

\$50.00 to the member of any Southern industrial organization for the best paper on the industrial upbuilding of Southern cities.

\$50.00 to any Southern man or woman, not engaged in real estate business or in immigration work, for the best plan to encourage healthy immigration to the South based upon the advantages of the South over the West for agriculture.

Full particulars regarding the conditions for this competition will be sent upon application to Southern Farm Magazine, Baltimore, Md.

Rails for London.

It is announced that the Maryland Steel Co. of St. row's Point, Md., has secured an order for 1500 tons of steel rails, which will be laid in London. The rails are for the Metropolitan Railway Co., which controls one of the principal underground lines of the metropolis.

GERMAN ACTIVITY IN IRON.

Its Continuance Promised by Increasing Industrial Undertakings.

[Special Cor. Manufacturers' Record.]

Berlin, Germany, February 15.

Since my last letter to the Manufacturers' Record, written about the middle of October, the great boom in all departments of German industry has only gathered force and widened out into new directions. Up to that time it was chiefly the coal and iron industries and the trades affiliated more or less closely with them that enjoyed the greatest share of the phenomenal prosperity described in that letter; but since that time the textile branches have come in for their share of good things. First it was the woolen industry that felt the turn of the tide, and the phenomenal rise in the price of raw wool, which at first was a source of embarrassment and loss to the mills, was finally made up for by a corresponding increase in the prices of woolen manufactures. Since wool prices have again begun to recede the position of the factories has further improved, as the manufacturers have as yet succeeded in staving off the day when a reduction in the prices of goods must be made.

The remarkable rise in the price of cotton has had a similar effect upon Germany's cotton mills. These mills have for several years complained of very unsatisfactory business; indeed, the Rhine spinners say that the year 1899 was the worst year that they have experienced for two decades. The upward turn in the price of cotton, however, has put new life into the cotton industry, for the manufacturers have been able to raise prices of yarns and finished goods to an extent that nobody anticipated even a month ago. The situation in the trade is now considered to be very satisfactory, employment being as good as could be wished, orders large and prospects for the future very bright. Thus the circle of prosperity in Germany is complete; there is not an industry of any importance left of which it cannot be said that it is on a boom.

The conditions in the coal and iron trades remain as described in the Manufacturers' Record last fall, except that the intense activity of production and the shortage of materials referred to has grown more marked. Especially in coal and coke there is now a famine in progress such as Germany has never known. From all parts of the country come reports of the scarcity of coal. Not only is it difficult for families to get coal for household use, but even large factories that consume many thousands of tons yearly have been compelled to shut down for lack of fuel.

This situation has been produced partly by the increased demand for coal at home, but still more largely through events in other countries. The war in South Africa has diverted a large amount of coal, which England had been previously selling on the Continent, to the Cape, and this disturbance of trade conditions has brought to Germany many orders for coal from France, Italy and other countries which had hitherto been buying in England. Across the eastern frontier, too, there is a largely-increased demand for German coal. The great strike of Bohemian miners has produced an urgent demand for coal from Austria, whereas the parts of Germany lying along the Elbe have been accustomed to get most of their supplies of coal from Bohemia itself, and now the unusual phenomenon is daily witnessed of immense trainloads of coal leaving Germany for Bohemia. From Russia, too, there is an extraordinary demand, and only quite recently the Russian ministry has published a decree admitting

coal for use on the State railways free of duty.

On the other hand, it is a singular fact that the Prussian railways still grant a differential freight rate for coal for export. The differential was first introduced some years ago for the encouragement of the export trade, but the consumers of coal are now pointing out the absurdity of trying to send German coal out of the country at a time when domestic industries cannot get as much as they need. It is shown that foreign countries are actually getting coal from Germany at lower prices than the German manufacturer has to pay. In Switzerland, it is said, coal from the Saar district is even now being sold at two marks a ton below the price in Germany, owing to the more favorable railway rates for shipments to Switzerland. Various chambers of commerce have expressed themselves against the differentials, and several days ago the subject was discussed in the Reichstag. As a result of this agitation the Prussian minister of railways, it is now announced, will abolish the differentials at an early day. Even if the differentials are abolished, however, the step will not give much relief to the domestic coal markets, it is claimed, because the producers are themselves refusing all new export business. Nevertheless, the producers are dead opposed to the abolition of the differentials, as they think this discrimination is necessary to help them hold their foreign trade for a time when the home demand is less lively than now.

Conditions in the coal trade are for the immediate future somewhat uncertain, owing to the outbreak of a strike in the Saxon coal district, and the possibility that the strike may extend into other parts of the country. The wages of the miners have been increased considerably in recent years, this increase amounting in the Saxon district to an advance of 926 marks (\$220) in 1893 to 1086 marks (\$257) in 1899. Nevertheless, the miners want a still further advance, in view of the great prosperity of trade, and they are taking advantage of the strike in Bohemia to put through their new demands. The strike is caused partly, indeed, by the desire of the Saxon operatives to prevent German coal being sent into Bohemia to break down the strike there, and it has just been announced that agitators are at work in the coal districts of Western Germany claiming that coal from that part of the country is finding its way into Bohemia, and using this as an argument with the operatives for striking. Thus a certain degree of uncertainty has taken possession of the trade, and within the past few days that feeling has had some effect upon the stock market.

The production of coal in Prussia in 1899 reached 94,778,252 tons, against 89,542,128 tons in 1898, and 84,253,798 tons in 1897. In addition to this there was produced of brown coal, or lignite, 28,466,212 tons last year, against 26,064,543 tons in 1898. The figures for the rest of Germany have not yet been published, but they will add to the above figures from 1,500,000 to 2,000,000 tons, exclusive of lignite.

The situation in the iron trade is one of great strength, and it only seems to grow stronger every month. The weakening of prices in the United States has attracted much attention among German iron men, but as yet nothing has been heard of a similar movement of prices here. Indeed, the tendency is still upward, and it is considered practically certain that there will be no relapse for the rest of the current year. Contracts are in hand for so long a time in the future that any marked fall of prices for more than a year seems well-nigh impossible. For this reason the Ber-

lin Chamber of Commerce says in its annual report, which has just been published, that the boom will certainly last through this year.

Many facts could be adduced to support the view that the iron trade will continue on its present great wave of prosperity for a long time to come. There are many secondary railways, electrical and other, that will be built in the near future. The Prussian government has recently introduced a bill into the Diet which calls for the expenditure of considerably more than 100,000,000 marks for building such railways, and the railway authorities are ordering every year larger and larger supplies of rolling stock. Only recently the authorities had a conference with the coal and iron producers of Upper Silesia to discuss the amount of increase that will be required in freight cars for that district, and it was decided that about 6 per cent. increase upon the present stock would be necessary to handle this year's business. Many cities, too, are only awaiting favorable conditions in the money market in order to raise loans for putting in electric-light and traction plants, gas works, water systems, etc. The shipbuilding industry has the brightest of prospects before it. This industry consumed 85,000 tons of iron last year, against an average of 68,800 tons in the two preceding years, and the immense demands for the new war vessels, which will soon be voted by the Reichstag, will add greatly to the consumption of iron.

In view of all these circumstances, the German iron men are laying their pipes for a long continuance of the present boom. Recently a 10-year contract has been entered into by Hamburg and Stockholm banks for the delivery of vast quantities of Swedish ores for the German furnaces. The amount of the yearly deliveries has not been made known, but the Hamburg-American Line states that it has taken contracts for ore shipments which will add about \$1,500,000 a year to its earnings, and the reference is doubtless to the same ore shipments.

The production of pig-iron in Germany last year reached 8,029,305 tons, against 7,402,717 tons in 1898. The production did not go quite as high as was expected, owing to the scarcity of coke and other materials, which was specially felt in November and December.

The amount of steam-power used in generating electricity in Prussia rose from 50,000 horse-power in 1891 to 333,000 horse-power in 1899.

WILLIAM C. DREHER.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]

Philadelphia, Pa., March 6.

While new conditions do not exist in the iron trade, there is a little different feeling to what prevailed a week ago, due to the receipt from unexpected resources of inquiries for a good deal of crude and finished material. Quotations are today for No. 1 foundry \$24 to \$25; No. 2, \$23; gray forge, standard brands, \$19.50 to \$20; muck bars are quoted at \$30 to \$30.50, and soft steel billets at \$35 to \$36; refined iron is quoted from 2.15 to 2.20; tank plate, 2.10; angles, 2.40 to 2.50, and beams and channels the same. Sheet iron is quite active, and a large amount of business is likely to be done this week. All kinds of scrap iron are in active demand, and only small lots are changing hands. Steel rails are strong at \$35, and only a moderate amount of business has been done during the past few days. According to statements made by railmakers and those who speak for them, it seems as though a large amount of business in steel rails and track equipment would be done within the next three or four weeks. The

Baldwin Locomotive Works has made a phenomenal record, and new business is being presented from home and foreign sources. Car builders are in the market today, and will be in for some days to come, endeavoring to make contracts for iron to be delivered during the summer and fall at their own prices. It is not likely they will succeed, as the manufacturers feel that the situation is altogether in their favor. There are rumors of large contracts for steel billets being placed, and these rumors would prove true were manufacturers inclined to make concessions of 50 cents to \$1 per ton. The steel-billet people think that the requirements of the country for steel this year will tax their capacity, and therefore they are unwilling to make any material concession. In the plate mills business is quieter, owing to the weakening tendency, but certain prominent steel-plate people said within a day or two that before the end of this month plate-iron conditions would materially change. Bridge builders have bought heavily, and will continue to buy until the urgent requirements for the next three or four months are covered. Generally, the iron situation is stronger than it was, and it is believed that the chances are for a steady improvement, not so much in prices as in the volume of business to be done.

The Iron and Metal Trades.

[Special to Manufacturers' Record.]

New York, N. Y., March 7.

In its review of the week the Iron Age says:

"The editor of the Iron Age made a call upon Mr. Carnegie today, and found him cheery over the business situation. He thinks that the passage of the gold bill, inspiring confidence in the standard, and the inevitable expansion of currency following, must maintain prices and probably cause a rise in securities.

"The situation in pig-iron in the Central West, he thinks, must insure a continuance of present prices for finished product during the year.

"According to Mr. Carnegie the foreign demand, which would rapidly increase upon even slightly lower prices, serves as a reserve in preventing any serious decline in iron and steel.

"An analysis of our monthly blast-furnace statistics, published elsewhere, illustrates well Mr. Carnegie's point. In what is known as the Central West there were running on March 1 126 blast furnaces, whose total weekly capacity was 191,735 tons, while only eleven furnaces were idle, with a capacity of 8858 tons, and of these only five are fairly modern, and are simply out for relining. During the next three months two, or possibly three new stacks can enter the list. The stocks in this great section probably do not cover the consumption of a few days, and we know of one large concern in which every effort is being made to use a maximum of scrap to piece out the supply of pig-iron.

"With the demand so closely pushing the output in the Central West, any disturbance in the latter naturally creates uneasiness. The strike in the Shenango valley is therefore regarded with apprehension. The recent high prices paid for coke show that in that quarter, too, the strain is heavy.

"So far as the general pig-iron statistics are concerned, our figures reflect the disturbances in output, since there has been a decline from last month's maximum. As against that the fact is brought out that furnace stocks have risen from 126,418 tons on February 1 to 162,280 tons on March 1, an increase of 35,862 tons, which falls chiefly on the East and South.

"Some heavy sales of basic iron have been made by leading Southern producers.

These include a block of about 25,000 tons for the St. Louis district, for delivery for the last quarter of the year, and one lot of 5000 tons for export. There has been some movement, too, in the Philadelphia district.

"Chicago reports sales of about 80,000 tons of material by the Illinois Steel Co., including one sale of 40,000 tons of steel rails at full prices.

"Steel billets generally have been quiet. Some low sales have been made in the East, some of the steel being placed by a mill in the Central West.

"Structural material is in good demand. Among the contracts of magnitude which are coming up for the near future is a lot of 5000 to 6000 tons for the printing office at Washington. Bids are now going in on the 5000-ton Manhattan power-house.

"The London clique keeps on boosting the prices of tin, and in copper somewhat of a squeeze is in progress in London in spot copper. In spelter there have been some good export sales lately."

Notes from Anniston.

[Special Cor. Manufacturers' Record.]

Anniston, Ala., March 5.

The Anniston Carpet Co., which began business here six months ago in a leased building and bought the building and grounds two months later, then doubled the size of the buildings and correspondingly increased the capacity of the plant, is now arranging to still further increase its capacity and output, Manager James Buckler having just ordered quite a number of additional carpet looms.

O. H. Parker and J. H. King have just begun mining iron ore on an extensive scale a few miles east of Jacksonville. They will load three or four cars a day.

The Tredegar Mining Co. of this city and Camp & Smith are also engaged largely in mining near Jacksonville, twelve miles north of this city.

The East & West Railroad will probably build a spur track out from Jacksonville to tap a number of valuable iron-ore mines.

Want to Locate South.

Mr. M. V. Richards, land and industrial agent of the Southern Railway Co., Washington, D. C., wires the Manufacturers' Record that at the request of Northern parties seeking a location in the South for an iron and steel plant he submitted a proposition to several points where they would consider locating, provided the required portion of the capital is subscribed locally. The substance of the proposition looks to the investment by Northern capitalists of \$3,000,000, provided \$1,000,000 be raised locally for the establishment of a \$4,000,000 plant.

A Report Denied.

A rumor has been in circulation that the Atlantic Transport Co. is considering an extension of its service to Galveston. In a letter to the Manufacturers' Record Mr. P. A. S. Franklin, general manager, writes that at present it would be impossible for the company to inaugurate any additional service, and that it is not considering any line to Galveston.

It is announced that the William R. Trigg Shipbuilding Co. of Richmond, Va., has been awarded the contract for installing internal combustion engines in the Plunger, one of the submarine torpedo-boats invented by Holland.

The output in the Joplin (Mo.) district during the week ended March 3 was 10,359,670 pounds of zinc ore and 1,037,820 pounds of lead ore, valued in all at \$179,584.

Sound Common Sense.

[Raleigh (N. C.) Morning Post.]

Senator Sullivan, recently elected by the Mississippi legislature, rises to remark that Senator Jones, chairman of the national democratic committee, is a member of the round cotton-bale trust.

This new machine—a recent invention—which gins and packs the cotton in one operation, putting it up in a round form and much more compact than is done by the old process, is a very expensive piece of mechanism, and to make and put them up requires a very large sum of money. It is a perfectly legitimate machine, duly patented and legalized by the government under the patent laws, and can only depend upon being and proving to be superior to the older methods for success and profit. Its friends claim that it is superior to the old, while others insist to the contrary. This, of course, time will develop. If it so proves the farmers are going to use it, as they ought to do. If it gives no advantages, then they may or may not, according as they may be situated.

Senator Jones is a rich man. He has never been accused of making his money dishonestly. He has a right to invest in any enterprise which the laws of the land permit, and certainly being one of a company to make iron into machinery, which at least gives evidence of meritorious utility, can be no crime.

As we say, the round-bale process may or may not be of greater service to the farmer than the old method. Those who own the old gins and compresses insist that it is not so good as the old, while those interested in the new machine insist that it is better and assures more satisfactory results to the farmer, the shipper and the spinner. Which party is right must yet be shown, and in the meantime the farmer is still left the absolute freedom of choice with none to molest or make him afraid.

But to denounce Chairman Jones because of his interest in this new enterprise is not only an absurdity, but only shows how far the gangrene of envy, hatred and malice aimed at men who are successful in business efforts has gotten in its work. The indiscriminate assaults that are daily made upon capital, however organized or employed, is a painful development of assinnity, when not something worse, peculiar to this age, which will certainly not bear good fruit.

A man invented the "eye" in the sewing-machine needle, enjoyed a monopoly therein for years, became several times a millionaire therefrom and was finally plastered over with some sort of a decoration by the Queen of England. Whoever heard of pillowing Howe on account of his inventions, his monopoly or his millions?

Another invented a stove polish, kept the monopoly of it for years, accumulated several millions of dollars thereby. Whoever suggested that Morse be driven from decent society therefor? On the contrary, he was several times elected to Congress, where, on one occasion, he made a fool of himself in connection with some measure aimed at the decency of the South.

Money, and the power that money gives, whether organized or unorganized, whether employed in one character of business or another, is often abused, certainly. Such misuse of it was conspicuous in the early days of our Saviour, for which certain individuals were flung from the temple; and at the same time there were many patriarchs who possessed hundreds and tens of hundreds more money and property than did those who were scourged for their individual sins. It was not the amount accumulated which was

condemned, but the manner of its accumulation and the abuse of it indulged in.

The world has had its "ages" of one sort or another, but this seems to be the age of sordid greed, and worse, certainly more dangerous, because more insidious, of envy and malice combined with degraded and degrading demagoguery and hypocrisy, political and social.

We do not know Mr. Sullivan, and do not know what claims to superior virtue he may possess, nor will we suggest that he is not loaded continuously with many of the virtues; but Mr. Jones is not obnoxious to criticism because he has invested his money in one of the new inventions of the times which may yet develop to be as useful to the cotton world as the present cotton loom, as compared with the old hand loom, has developed to be. If it proves a failure, then Mr. Jones has simply lost his money, that is all.

Literary Notes.

The frontispiece of Scribner's Magazine for March (drawn by Bernard Partridge) shows the ingenious Tommy in a very critical situation, which he had brought about by his own cleverness. This gives an inkling of the amusing quality of the third instalment of Mr. Barrie's great serial, "Tommy and Grizel." The leading article of the number is H. J. Whigham's second article on the Boer war, this one dealing with the fights made by Lord Methuen's division in its progress from the Orange river to the Modder river. Mr. Whigham describes three battles, and this is the first continued magazine account of that campaign to be published. His own photographs and his own maps make perfectly clear to the general reader what has heretofore appeared as merely fragments of news in the daily press. The strategy, as well as the adventure of the campaign, appear clearly in Mr. Whigham's writings.

The Frank Leslie Publishing House has issued an attractive publication called "The Little Sweetheart Art Calendar," containing six groups of bright, pretty children's faces after water color designed by Florence Brundage. Each of the six sheets, which are bound at the top with silk ribbons, contains two months' dates. The calendar is sent free to all subscribers to Frank Leslie's Popular Monthly for 1900. Among the features of Frank Leslie's Monthly for March are illustrated articles by Gen. Nelson A. Miles on the British army at home and in South Africa, by Thomas Waters on the trans-Siberian Railway, and by Fritz Morris on famous West Pointers as draughtsmen.

Cassier's Magazine of illustrated engineering has in its March number among leading articles "War Mechanism in South Africa," by George Ethelbert Walsh; "The Economy of Economizers," by Alton D. Adams; "The Modern Machine Shop," by Jos. Horner; "The Principles of Refrigeration," by George Richmond; "Transportation in the Philippines," by William G. Irwin, and "Steam-Pipe Engineering," by W. H. Wakeman.

The extensive plant of the Cotton Oil & Fiber Co. at Berkley, opposite Norfolk, Va., now nearly completed, will be one of the most perfect in general equipment of any in the country. The mill has a capacity of 120 tons of cottonseed daily, and can also be utilized for the production of linsed and pennut oil, while its refinery for crude oil has a capacity of 300 barrels a day. The officers of the company are James Pollock, president; W. G. Gibbs, vice-president; C. A. Furbush, treasurer; E. R. Watson, secretary, all of Philadelphia.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

THE SOUTH AND THE BALTIC.

Suggestions from the Royal Danish Consul at Louisville.

In a letter to the Manufacturers' Record Mr. Charles Earl Currie, Royal Danish consul at Louisville, Ky., says that the Manufacturers' Record "always contains items of great importance which interest our people in Denmark," and adds:

"The South is peculiarly adapted for handling the Baltic trade, and as a matter of fact has already been greatly benefited thereby. As you perhaps know, they have a line of steamers to the Baltic from New Orleans and Newport News, and also from Galveston. These steamers are all from 5000 to 7000-ton steamers, operating monthly and bimonthly, yet they are scarcely able to handle the enormous business which has been given them in the past few years. The steamship company has now under consideration the matter of building more steamers for these lines in order that they may be able to handle the large volumes of business at those ports. It is interesting to note that these lines have all been established in the last three or four years.

"I am sending to the foreign office in Copenhagen today your very valuable review on Southern cotton-mill building. This article will prove of especial interest and value to the importers in the Baltic, and will through the foreign office receive full recognition and consideration. Later on I shall be able to write you more in detail regarding the export of American cotton to the Baltic. At present our Baltic exports go via Kiel canal, but sooner or later, owing to the excellent facilities offered by the Copenhagen route, these exports must go via Copenhagen.

"Russia takes a great deal of our cotton, and as we have a direct steamship route from New Orleans, Newport News and Galveston to Russia, there is no reason why we should not send it via Copenhagen, especially since business could be done at less cost and with greater facility.

"In your issue of February 15 I find an article relating to the foreign demand of American coal. For several years it has been my intention to take the matter up with regard to exporting American coal to the Baltic, and I would be very glad if I could interest you to the extent of your co-operation in this matter. There are imported annually at Copenhagen alone more than 2,000,000 tons of coal, mostly from Wales, and about 1,000,000 tons of coke. There is no doubt but what a very large and profitable business could be built up by the export of coal and coke. A year or two ago I wrote the Danish Coal Co. at Copenhagen, a large and wealthy corporation, asking them if they would be interested in handling the matter of American coal. They very promptly replied, signifying their readiness to take the matter up, giving at the same time some very valuable information as to the import of coal and the price of same. I was unable at the time to place myself in communication with interested parties on this side, and for that reason the matter was dropped for the time being. I am ready, however, to take this up at first opportunity, and I am in hopes you may be able to supply me with sufficient information to get started. I might add, in this connection, that vessels taking coal to Denmark would be able to load back cement, chalk, lime and other natural products of that country."

Steamship Lines Consolidated.

Mr. Bernard N. Baker of Baltimore, president of the Atlantic Transport Line, confirms the report that an arrangement has been made to consolidate with the Leyland Line. The Atlantic Transport Line now operates fleets of vessels regularly between New York, Philadelphia, Baltimore and London, while the Leyland Company is about to establish a service between New York and Liverpool, in addition to its sailings between Boston, Montreal, Portland and Great Britain. The combined companies will represent about forty-eight steamships. It is understood that Mr. Baker will be the American head of the new company.

A report is also current that the combination will include the Furness steamships. These are running between Boston and Europe, also Newport News and Europe, the latter service being conducted by the Chesapeake & Ohio Steamship Co. If this plan is carried out, the combined companies would control a large proportion of the carrying trade from the North and South Atlantic ports to Great Britain.

Exports by Sailing Vessels.

The plan of exporting molasses and sugar from New Orleans by sailing vessels has recently been discussed in that city, and it is reported that a company may be formed to secure a number of barks and full-rigged ships not only for carrying these products, but also commodities exported at a low freight rate, such as timber and rice. Already, it is stated, the promoters of the plan have arranged to engage five vessels which will carry coal from New York and Baltimore to New Orleans, taking on export cargo for Glasgow and Liverpool.

The demand for cargo room on steamships is so extensive at present that the rates on some exports are so high as to be almost prohibitive. The New Orleans shippers have decided to load two barks in the near future with 8000 barrels of molasses, in addition to timber and rice, and have engaged the vessels.

New Orleans and Cuba.

The possibilities of Cuban trade are considered very encouraging by W. H. Daniel, who represents the Illinois Central on the island. In a recent interview Mr. Daniel stated that a line of steamers should be established at once between Havana and New Orleans for both freight and passenger business. According to his estimate, one province alone in Cuba will raise \$15,000,000 worth of tobacco for the United States market this year. The sugar crop is also very large. New Orleans, Mr. Daniel thinks, should be one of the principal, if not the principal importing point for these products.

Jottings at the Ports.

In February 2975 head of cattle were shipped from Newport News, Va.

The value of exports from Newport News during February aggregated \$3,016,000.

During the eight months ending with February of this year the value of imports at Newport News, Va., was \$439,807, more than \$60,000 more than the total during the fiscal year ended with June, 1899.

During the three months of the raw fur season at New Orleans the skins brought to that city were those of 300,000 raccoons, 165,000 minks and 2500 otters, besides thousands of opossums and muskrats, the total value representing more than \$350,000. Most of the skins are sold to exporters in New York, Chicago and Louisville.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

Cottonseed Tracts.

The latest of the Queen Cottonseed Tracts published by Mr. Edwin Lehman Johnson of Fort Hill, S. C., is entitled "The Prostitution of Cottonseed." In this tract Mr. Johnson uses plain language for the purpose of arousing Southern cotton planters to a greater realization of economic importance to them of cottonseed. He treats the cotton fiber as in a certain sense cast-off finery of cottonseed, and urges that some attention be given to the products of the cottonseed as food. This series of tracts by Mr. Johnson, who is a specialist in cottonseed, is likely to attract wide attention, and should have a practical influence upon cotton growers and everybody interested in the handling of cotton.

Cottonseed-Oil Notes.

The Fair Forest Oil Mill Co. of Spartanburg, S. C., has increased its capital stock from \$10,000 to \$20,000.

The capital stock of the Lowndesville Oil Co. of Lowndesville, S. C., has been increased from \$12,000 to \$16,000.

A meeting of local capitalists was held on the 28th ult. at Wharton, Texas, to perfect the organization of a stock company to erect at once a cottonseed-oil mill at or near that point.

The Aiken Industrial Co. of Aiken, S. C., has been chartered, with a capital stock of \$50,000. The company will manufacture cottonseed oil, meal and flour, etc. The incorporators are F. B. Henderson, James Powell, A. S. Seigler, C. K. Henderson, W. J. Platt and Henry Sumnerall.

Dr. St. Clair Tennille and Mr. J. H. Stanton of Montgomery, Ala., are about organizing a cottonseed-oil mill company, and have secured options on several desirable sites in that city for the erection of an oil mill. The work on the new mill is to be commenced shortly, and will be finished and ready for business before the opening of the next season.

A steady tone has characterized the Texas market for cottonseed products during the past week. Prime crude oil, loose, is quoted at 30½ to 31 cents per gallon, and prime summer yellow at 33½ to 34 cents; linters, per pound, 3½ cents, and hulls, sacked and baled, \$3.75 to \$4.25, all f. o. b. mill at interior points. Prime cottonseed meal \$22.25 to \$22.50, and cottonseed cake \$22 to \$22.25 delivered at Galveston.

The New Orleans market last week for cottonseed oil closed a shade easier for crude, the offerings being more liberal. There is a fair demand for cottonseed meal and cake for export. The exports of cottonseed oil for the week ending March 2 were 197,250 gallons to Algiers, Africa, and 562,500 gallons to France. Receivers' prices were as follows: Cottonseed, nominal per ton of 2000 pounds delivered here for good, sound seed, including sacks; cottonseed meal jobbing per carload at depot, \$21.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$23.75; oilcake for export, \$23.75 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, 31 cents per gallon loose f. o. b. tanks here; in barrels, 33½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 cents; linters, according to style and staple—A, 3½ to 4½ cents; B, 2½ to 3 cents; C, 2 to 2½ cents.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

The Pennsylvania and the C. & O.

By Thomas P. Grasty.

When it was first announced, some weeks ago, that the Pennsylvania Company had acquired a large interest in the Chesapeake & Ohio, as well as in the Norfolk & Western Railways, the chronic corporation baiters sounded their usual false note of alarm quite lustily. Happily the people of the two Virginias didn't return the faintest response, but on the contrary, congratulated themselves that the best-managed railway corporation in the world had extended its field so as to embrace two roads upon which the prosperity of these States must for years so largely depend. That this sensible view of the matter was so speedily reached proves what the Manufacturers' Record has for years been proclaiming, to wit, that the habit of thinking, so characteristic of the well-educated, truth-seeking Anglo-Saxons of these two Commonwealths, would, so soon as time for reading and time for sober second thought were given, enable them to realize that the application of modern economic methods by aggregated capital, directed by the highest intelligence, to their resources would do for the Virginias what has been done for Pennsylvania and other Northern States, where coal, iron and timber lands have for years been selling for ten times what could have been got for lands of equal intrinsic value in either of those States.

This tendency to welcome to the South this greatest, most liberal, most enterprising of railway corporations is a gratifying sign of the times. On the other hand, the consideration which the Pennsylvania Company is giving and will give still more to the point of view of the people of the States which the Chesapeake & Ohio and the Norfolk & Western traverse, is a matter for still greater congratulation. That this consideration of local interests will lead to an enlargement of the liberality so abundantly manifested heretofore by the respective managements of the two lines in question, though amply guaranteed by the traditional policy of the Pennsylvania, has already been specifically assured by the retention of the men whose way of working has brought about the existing cordial relations between these railways and the public—relations which are almost identical with those which prevail along the Pennsylvania Company's main lines, and which have so enormously contributed to that company's unprecedented prosperity.

It has for years been an oft-repeated story in the Manufacturers' Record how, simultaneously with Mr. Ingalls' coming into the executive of the Chesapeake & Ohio, there began to be developed an esprit de corps throughout the little army of which he was general—how every employee was first of all "a Chesapeake & Ohio man," and therefore as eager to see the road "win out" as was Mr. Ingalls or Mr. Axtell or Mr. Stevens or Harry Fuller. It was and is possibly the most striking example in the South, with its counterpart in the Pennsylvania's own organization, of "a long pull, a hard pull and a pull altogether." To have broken up this incomparable organization, or even to have impaired it by the withdrawal of a single official or one loyal trainman, would have been a setback to the prosperity of the road and the South itself. Here, forsooth, was an object-lesson showing mutuality of interest between the wisely and well-managed corporation on the one hand, and its employees

on the other; and likewise showing how mutual interests are best subserved and promoted by oneness of purpose and harmonious endeavor.

True, the Chesapeake & Ohio and the people of the States served by the Chesapeake & Ohio have lost Mr. Ingalls, on account of his desire to lessen his long and arduous labors, which had borne their fruit, and though the new owners do not get Mr. Ingalls, they get what is far rarer than fine roadbed and equipment, viz., the perfect organization, with master craftsmen at the head of every department.

THE WESTERN MARYLAND.

Healthy Development of the Property Since 1873.

The annual report of the Western Maryland Railroad Co. for the year ended September 30, 1899, which is published in full on another page of the Manufacturers' Record, presents interesting facts of the steady progress made by the company. The figures of President J. M. Hood showed that during the year the gross earnings were \$1,535,934.91, an increase of \$137,538.56; total operating expenses and taxes \$1,003,615.68, an increase of \$13,484.15, and net earnings from operations \$532,319.23, an increase of \$124,054.41. Attention is called to the fact that figures for 1898, with which comparisons are made, are not those published in the official report of that year, but the revised figures prepared by Mr. Stephen Little of New York, an expert accountant. These revisions are due to charging back some old claims and making their necessary adjustment pertaining to the operations of that year which were not and could not be dealt with until 1899, the plan pursued by Mr. Little being to assign accurately to each year its own earnings and liabilities, regardless of when they were taken to book. The summary of the advances made since 1873 is presented by Mr. Hood as follows:

"In 1873 the Western Maryland Railroad had ninety miles of main track, mud roadbed, light wooden bridges, worn-out iron rails, twelve locomotives (all light), but few passenger and freight cars, and practically no stations. It now has 253 miles of stone-ballasted track, iron and steel bridges, steel rails, sixty-one locomotives (mostly heavy), a large passenger and freight equipment, and over 100 station buildings, many of which are fine modern improvements which would be creditable to any railroad. Thus it will be seen that by extending its system and making judicious expenditures of earnings in betterments, the Western Maryland property has attained its present earning power and value, reported by Expert Little for 1899 as follows: Gross earnings, \$1,535,934.91; net income, \$565,276.73; value of property by capitalizing net income at 4 per cent., \$14,131,918.25.

"In 1873 the whole number of passengers moved was 149,603 at 2.35 cents per mile, and the number of tons of freight 78,351 at 3½ cents per mile, while in 1899 there were 1,185,623 passengers moved at 1.49 cents per mile and 3,365,260 tons of freight at .573 of a cent per mile, the increase in number of passengers being 692 per cent., and the increase in number of tons of freight 4195 per cent., while the resulting gross and net earnings show respectively increases of 603 and 1924 per cent., notwithstanding the greatly-reduced rates.

"It has not been very long since the management was congratulated on the Western Maryland having become a million-dollar road (in annual earnings), and we confess some satisfaction in now being able to call attention to the million-and-a-half mark having been passed. Barring

the effects of the recent sale agitation upon the floating debt holders of the company, resulting in precipitating a general demand for liquidation, the company was never in as prosperous a condition, from either a business or financial standpoint, as at present."

Through Mississippi.

Another plan to build a railroad through Mississippi is being promoted by the Pascagoula & Northern Railway Co., which has recently been organized. It is proposed to complete what is known as the Pascagoula & Moss Point Railroad to New Albany, Miss., where it would connect with the Gulf & Chicago Railroad, also the Kansas City, Memphis & Birmingham system. The estimated length of the line is about 200 miles, and it would extend nearly north and south through the State. A correspondent of the Manufacturers' Record writes that the company intends making surveys immediately, also securing right of way, in order that the report of the engineer may be submitted to outside capitalists, who will probably be associated with the promoters. The officers of the company are J. W. Stewart, president; L. N. Dantzler, Jr., vice-president, and C. H. Wood, secretary.

Improvements at Clifton Forge.

In a letter to the Manufacturers' Record Mr. J. C. Carpenter, president of the Clifton Forge Light & Power Co., of Clifton Forge, Va., writes that the Chesapeake & Ohio has decided to make a number of extensive improvements at that point. The improvements include the enlarging of its shops, also the construction of a belt line in the suburbs to facilitate the handling of freight trains. Within the last year it is estimated that the company has expended over \$100,000 in other improvements in and near the town. As a result the population will be considerably increased, and it is calculated that fully 200 houses could be rented immediately to railroad employees and their families if such buildings were constructed.

Georgia & Alabama Terminals.

The iron work for the bridge to be built for the Georgia & Alabama Railroad to reach its new terminals at Savannah has been completed at the works of the Youngstown (Ohio) Bridge Co. It is to be erected over the Savannah river as soon as possible, and when it is completed a portion of the terminals will probably be ready for use. The wharf front of the terminals is being deepened so that vessels drawing twenty-six feet of water can reach it without difficulty. A channel 300 feet in width of this depth is now being excavated by dredges.

Chattanooga Electric Lines.

The street-railway system of Chattanooga, Tenn., has undergone a number of important changes. The Chattanooga Rapid Transit Co. has recently acquired several important suburban lines, and it is understood intends improving them and building several extensions. The Chattanooga Electric Railway Co., it is stated, has determined to extend its lines to Sherman Heights, also Rossville, in the suburbs, and will enlarge its power-house, adding a 450-horse-power engine. The company has also placed an order for ten miles of rails and sixteen cars.

Important Electric Line.

Mr. J. W. McNeill of Fayetteville, N. C., has recently secured a franchise to build an electric railroad in that town. In a letter to the Manufacturers' Record he writes that he expects to secure the

necessary electric current by the development of water-power on Rockfish creek, near the town. The railroad will be about twelve miles in length, including branches to five cotton-milling plants which are located from one mile to five miles from Fayetteville. It is intended to equip the line with facilities for doing freight and passenger business.

New Steamers.

The Harlan & Hollingsworth Company of Wilmington, Del., is building a steamboat for the New York & Baltimore Transportation Co. for use on Delaware and Chesapeake bays. The boat, which is named the Chesapeake, is 219 feet long, 32 feet beam and 21 feet deep. Another vessel of the same dimensions is also being built by this company for use between Baltimore and Philadelphia.

To Change the Gauge.

The Baltimore & Lehigh Railway Co. has ordered five locomotives from the Richmond Locomotive Works and 5000 tons of 70-pound rail, which will be used in relaying this line. It is stated that the work of changing it from narrow to standard gauge is to begin in the near future.

Railroad Notes.

The Raleigh & Cape Fear Railway Co. has ordered a new locomotive and a quantity of freight cars for use upon its line.

The Illinois Central has recently ordered 2000 freight cars, and has arranged to construct 400 others at its own shops.

The Stuttgart & Arkansas River Railroad has been sold to John M. Taylor, trustee, by order of the court. This line extends between Stuttgart and Gillette, Ark., a distance of forty miles.

The Louisville & Nashville Railroad Co. has decided to build a freight depot at Birmingham, Ala., which will cost \$12,000. Messrs. R. M. Newbold & Co. of Birmingham have secured the contract.

William K. MacDonald has been appointed general Mexican passenger agent for the Louisville & Nashville, the Southern and other lines having relations with the republic. His offices will be in the City of Mexico.

A dispatch from Richmond, Va., states that it is expected to let the contract for the union depot to be utilized by the Chesapeake & Ohio and the Seaboard Air Line before April 1, as arrangements have been made to receive bids for the work.

The Little Rock & Hot Springs Western Railroad Co., recently referred to, has purchased two locomotives and a number of passenger cars preparatory to beginning service between Hot Springs and Little Rock. The line is practically completed.

The Nashville, Chattanooga & St. Louis railway shops at Nashville, Tenn., have recently completed an order for 100 flat cars for its line, and will construct a number of box cars as soon as possible, owing to the demand for rolling stock by the company.

A casting weighing 94,000 pounds was recently brought into the Birmingham district by the Southern Railway Co. on one car. It is the bed for a blast furnace for the Sloss-Sheffield Steel & Iron Co. It is one of the heaviest weights ever carried on a single railroad car.

The Weems Transportation Co. of Baltimore is having an additional vessel constructed for its Potomac line. The Neafie & Levy Ship & Engine Building Co. of Philadelphia has recently launched the boat, which is 200 feet in length, 41 feet beam, and is constructed of steel.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Two More Mills for Anniston.

Another \$100,000 cotton mill will be built at Anniston, Ala., this enterprise being projected by Messrs. William Noble, John H. Noble and James Keith. They have conferred with makers of cotton machinery and contracted for an equipment to be delivered within the next eight months. Plans and specifications for buildings will be prepared at once and contracts awarded for erection of same. The spindles will number 5000, and there will be looms and other necessary complementary apparatus for manufacturing cloth.

Messrs. Thomas L. Robinson and Walter A. Robinson will also build a cotton factory in Anniston. The Messrs. Robinson have contemplated the erection of this plant for some time, and will now endeavor to make arrangements for an early delivery of the machinery and other apparatus that they will require. Site will be selected at once, and contracts for erection of buildings will be closed as soon as a date for shipment of the machinery can be named.

Blacksburg's Proposed Cotton Mill.

A commission for the proposed Blacksburg Cotton Mill Co. of Blacksburg, S. C., has been issued to the incorporators and books of subscription to the capital stock have been opened. The capital is to be \$100,000, divided into 100 shares of a par value of \$100 each, 30 per cent. of which has been subscribed, and the balance is now offered to the public.

Blacksburg is admirably situated as a location for cotton manufacturing, being on the Southern Railway and having at hand such requisites for economical manufacturing as great abundance of fuel (wood), ample water, ample raw material, labor, site of 100 acres, etc.

The incorporators are Messrs. S. Wittskowsky of Charlotte, N. C.; N. W. Hardin, T. L. Black, D. R. Baird, G. M. Cline and J. F. Whisonant of Blacksburg, S. C. Mr. Hardin can be addressed for any further particulars that may be desired.

To Add 18,000 Spindles.

Last month the Anderson (S. C.) Cotton Mills filed notice with the proper authorities that it proposed increasing its capital stock from \$500,000 to \$600,000. This company has a plant of 42,000 spindles and 1360 looms, and the proposed increase in capital is intended to assist in the addition of a considerable quantity of machinery. This new machinery will include 18,000 spindles and 524 looms, which will cost about \$300,000, and work of installing same is now being commenced. It was only last November that this company paid out of its surplus for 6000 spindles and 200 looms that increased its equipment to the plant now running, and from the increase in capital just made and the evident cost of the machinery they are again about to add, another large sum of surplus funds will be utilized for improvements.

\$400,000 Cotton Mill at Durham, N. C.

The Golden Belt Manufacturing Co. of Durham, N. C., is about to erect an extensive cotton-sheetings and bag-manufacturing plant to its present factory. The company has awarded contract to C. H. Norton for the erection of buildings at a cost of \$150,000; these buildings will include a main structure 385x103 feet, with two stories and basement; tobacco-bag factory building 161x78 feet, two stories

and basement; cotton-house 148x79 feet, boiler and engine house 121x47 feet and reservoir 200x60 feet. These buildings will accommodate an equipment of 15,000 spindles and 400 looms for the manufacture of sheetings, the entire machinery having been ordered from the Northern makers. This will represent an investment of close to \$400,000.

The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight in the first six months of the present season was 7,693,018 bales, a decrease under the same period last year of 1,754,524 bales; exports were 4,057,246 bales, a decrease of 1,786,965 bales; takings by Northern spinners 1,923,810 bales, an increase of 239,391 bales; by Southern spinners 879,594 bales, an increase of 80,360 bales.

Over \$200,000 in New Machinery.

Rumors have been current for some time that the Grendel Cotton Mills of Greenwood, S. C., had in view extensive enlargements to its plant. The company's president, D. A. P. Jordan, now states that the proposed improvement is expected to be commenced at once. The additional machinery will consist of 15,000 spindles and necessary complementary apparatus, which will cost over \$200,000. The mill's present spindles number 10,752 and its looms 624.

The Spartan Mills.

The Spartan Mills of Spartanburg, S. C., is one of the most extensive manufacturing enterprises of its class in the South, and by an error in our recent cotton-mill list was credited with only 25,000 spindles. This company is operating a total of 74,000 spindles and 2518 looms, its product being brown sheetings and print cloths.

Round-Lap-Bale Shipments.

The American Cotton Co. during February shipped 37,097 round-lap bales of cotton to New England and abroad. The company's largest single shipment last month was that of 6700 round-lap bales from Galveston on the 16th.

Textile Notes.

The Southern Cotton Spinners' Association will meet at Charlotte on May 10.

The Sutro Cotton Mills of Yorkville, S. C., will double equipment, which will give it 4000 spindles.

The Payne Cotton Mills of Macon, Ga., will add 3000 spindles to their present number of 3500.

J. W. Neave of Salisbury, N. C., wants to buy machinery for the manufacture of narrow cotton tape.

A \$100,000 cotton factory is projected at Millen, Ga., and probably W. S. Godbee will be interested.

The Griffin (Ga.) Manufacturing Co. is adding a finishing room 60x40 feet to its plant for finishing domestics.

Messrs. Kesterson & Wright of Yellow Springs, Tenn., are reported as to add about \$10,000 worth of new machinery to their woolen mill.

Messrs. A. G. Bigelow, Bruce Neff and Milroy Neff of Jacksonville, Fla., have incorporated the Palmetto Knitting Co., with capital stock of \$6000, for the manufacture of knit goods.

T. E. Moore, general manager of the Tucapau Mills Co. (running 16,656 spindles and 468 looms) of Wellford, S. C., is organizing another mill company, to be capitalized at \$200,000.

Messrs. G. H. Brown, N. B. Mills, F.

A. Sherrill, M. W. Hilo, H. Clarke, T. E. Anderson and R. N. McLaughlin of Statesville, N. C., are endeavoring to organize a \$100,000 cotton-factory company.

Plans are about perfected at Covington, Ga., for the immediate erection of a cotton factory to cost about \$100,000. The names of the organizers are not yet known, but probably T. C. Swann can inform inquirers.

H. M. Chase and associates of Wilmington, N. C., are installing an equipment for the dyeing and other chemical treatment of textile fabrics. The dye works will have daily capacity of 10,000 pounds of raw cotton.

The Easley (S. C.) Cotton Mills has been incorporated, with capital stock of \$200,000, and privilege of increase to \$450,000. The company will arrange to build factory. J. M. Geer is president-treasurer and W. M. Hagood, vice-president.

The Gulf Bag Co. of New Orleans, La., and elsewhere will establish a factory in Galveston, Texas. A building has been secured and an equipment for the manufacture of burlap is now being installed. Seventy-five employees will be engaged at the start.

Hugh G. Chatham of Elkin, N. C., has decided upon the erection of a cotton mill of 10,000 spindles, which will cost about \$200,000. The new plant will be located adjacent to the Chatham Manufacturing Co.'s large woolen mill, Mr. Chatham being treasurer of this company.

Messrs. J. A. Brock of Anderson, S. C.; C. E. Harper, T. H. Brock, J. F. Shirley, J. F. Monroe and E. Harris of Honea Path, S. C.; J. C. Milford and H. P. McGee of Greenville, S. C., have incorporated the Wilmot Mills of Honea Path, S. C. The capital is placed at \$200,000.

The Kosciusko (Miss.) Cotton Mills has awarded contract for the erection of a mill building to cost about \$35,000. This company organized last fall, and its intention is to equip the building mentioned with machinery for the production of standard sheetings. C. L. Anderson is president.

J. L. Erwin of Burlington, N. C., has purchased for \$20,000 the Newport Cotton Mill at Newport, Tenn. The property includes four-story building 75x170 feet, equipped with machinery and valued at about \$100,000. The new owner will make improvements and put plant in operation.

The Southern Shoddy Mills of Rossville, Ga., has about completed improvements to its plant, more than doubling capacity. A dyehouse 40x15 feet has been built and new machinery has been installed, including a dry carbonizing machine. The company is considering the erection of another mill.

Messrs. H. M. Franklin and J. M. McCrary of Tennille, Ga., and W. S. Witham of Atlanta, Ga., will build a \$60,000 cotton factory at Tennille. They will make arrangements for immediate erection of the plant, to have 3000 spindles and work 100 operatives during the day and seventy-five hands at night.

A part of the product of the Cotton Oil & Fiber Co. of Norfolk, Va., will be cotton yarns. This company has completed a \$400,000 plant for producing cottonseed oil, 120 tons daily, etc., and the cotton-mill department will have daily capacity for 5000 pounds of yarn. The company has its offices in the Land Title & Trust Co.'s Building, Philadelphia, Pa.

The annual meeting (the first) of the Warren Manufacturing Co. of Warren, S. C., was held last week. The company found the business in satisfactory condition and prospect for the future most

promising. The plant has capacity for 35,000 spindles and 1000 looms, of which 31,000 spindles and 800 looms are now in place and running. The balance of the machinery will be added as rapidly as possible.

Messrs. E. L. Shuford and Abel Shuford of Hickory, N. C.; E. W. Holbrook and Henry Holbrook of Springvale, Maine, and others have incorporated the E. L. Shuford Manufacturing Co., with capital stock of \$125,000, for operation of cotton mill on Rowe's shoals, near Hickory; this is the Springvale (Maine) cotton-mill removal mentioned in December last. The spindles will number 7500 and the looms 200.

Prominent cotton-mill men will organize a \$250,000 cotton-factory company to build plant at Woodruff, S. C. Those interested include A. E. Smyth of Pelzer, S. C.; L. W. Parker and B. M. Lanford of Greenville, S. C.; N. B. Dial of Laurens, S. C.; W. S. Gray and W. W. Simpson of Woodruff, and A. W. Smith of Abbeville, S. C. Charter will be applied for at once, and full particulars regarding mill will be announced soon.

Application has been made for a charter for the Community Cotton Mills, to have capital stock of \$50,000, with privilege of increase to \$150,000. Incorporators are Messrs. R. L. McBryde, R. L. Boynton, J. Turner, G. J. McCrary, L. D. Johnson, S. C. Colquitt, Joseph Adams and others. They propose the erection of a \$50,000 plant to commence with, and are ready to consider correspondence from mill architects, builders and machinery makers.

The proposed mill company of Messrs. Lawrence D. Tyson, Charles M. McGhee and others of Knoxville, Tenn., has been formally organized. The Knoxville Cotton Mills Co. is the title chosen, and the officers were elected at a meeting held last week. The president is C. M. McGhee; vice-president-manager, Lawrence D. Tyson; secretary-treasurer, C. T. Leonard; directors, Messrs. C. M. McGhee, L. D. Tyson, R. P. Gettys, J. Y. Johnston and C. M. McClung.

T. W. Pratt has purchased the interest of J. Coons in the West Huntsville Cotton Mills Co. of Huntsville, Ala. The company has been operating 5280 spindles, and enlargements are proposed now by Mr. Pratt. It has not been determined yet what will be done in regard to enlargement, but it is thought by Mr. Pratt very probable that enlargements will be made before long. Messrs. Pratt and Coons were president-secretary and treasurer, respectively, of this enterprise.

The Columbia (S. C.) Mills Co. has completed an annex for the housing of 14,000 additional spindles, and will put this machinery in at once. By April 1 the mill will be running 39,000 spindles. After that it is intended to proceed gradually with the original plan of having in position 60,000 spindles. This company's product is the coarse grade of goods comprising such articles as ducks, drills, tent cloth and sail cloth. Chas. K. Oliver is manager, and the mills are owned by the Mr. Vernon-Woodberry Cotton Duck Co.

The Denison (Texas) Cotton Mill is being equipped and is about to be put in operation. This plant was built and partially equipped in 1891, but lapsed until last June, when new parties took hold of the project and carried it to completion. J. A. Smith of Bessemer City, N. C., organized the company that is to operate the mill. W. B. Munson is president; H. Brooks, vice-president, and B. M. Seward, secretary-treasurer. The new machinery, including 15,300 spindles, is now being placed, and operations are expected to begin before the month ends. There is room for 50,000 spindles in the building.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., March 7.

In the local lumber market the movement during the past week has been lighter than usual. The disagreeable weather restricts the handling of lumber, and the demand in some lines has for the moment been of light volume. There is, however, a very healthy tone in all avenues of the industry, and dealers are looking forward to good spring and summer trade. The demand for North Carolina pine continues active, especially for kiln-dried stock, and some large sales have been made during the week at outside figures. Stocks of kiln-dried lumber continue light, while air-dried North Carolina pine has been arriving freely and stocks are fully ample for the present local demand. The foreign demand for North Carolina pine is improving, and numerous inquiries have been received from the United Kingdom and Continent which are likely to result in considerable actual business in the near future. The business in white pine has been of considerable volume during the week, and values are steady, with a good inquiry and light stocks. In hardwoods dealers find business very satisfactory, but the principal restriction is want of stocks to supply the demand promptly. At all milling sections in Virginia, West Virginia and Tennessee stocks of dry lumber are reported very light, the output being rapidly absorbed. Prices for oak, poplar, ash and other commercial woods are all a shade higher as compared with last week's figures. The foreign export business continues unchanged, with shipments rather fair for this period of the season.

Savannah.

[From our own Correspondent.]

Savannah, Ga., March 5.

The week under review has been one of considerable activity in many avenues of the lumber industry in this section. The demand has been unusually brisk, both here and at nearby ports of Georgia, while business at all interior points is reported fairly active. Shipments from all milling sections in this State are increasing as the spring approaches, and manufacturers generally are looking forward to a greater expansion in the lumber trade. Prices for all desirable lumber are firm, both at interior and coastwise ports. Receipts of timber at mills from the upper country are now very heavy, and mills at Darien, Brunswick and other points are all supplied with an abundance of logs, owing to the recent heavy rains, which have been general, the rivers and streams all being at a good logging stage. The shipments of lumber from this port last week aggregated 4,361,017 feet, which were distributed as follows: Baltimore 1,521,042 feet, Philadelphia 1,711,000 feet, New York 555,828 feet and New Haven 573,147 feet. There is a fair offering of vessels, and lumber freights continue firm. Charters during the week were a schooner to New York with lumber at \$7 and one with cross-ties at 22 cents; schooner Penobscot, Brunswick to Newburyport with lumber at \$9.12½; two schooners, J. B. Holden, 347 tons, and Gen. A. Ames, 452 tons, from Brunswick to New York with lumber at \$7.25, and schooner S. P. Hitchcock, 553 tons, from Savannah to Baltimore with lumber at \$6.50.

Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., March 5.

The record of the month of February in all lines of the lumber industry of this port has been most encouraging, and the general business of the port has been of unusual volume for this period of the season. During the month ninety-two vessels crossed the St. John's bar having a total tonnage of 73,459. In lumber the shipments amounted to 10,357,737 feet coastwise and 1,508,658 feet foreign, or a total of 11,866,395 feet. Besides lumber, there were 1,550,000 shingles and 38,863 cross-ties shipped. The general course of the lumber market in this section is toward higher prices in the near future. Manufacturers at all milling sections in this vicinity have plenty of orders, and stocks are firmly held. There is, however, very little accumulation at any of the mills, shipments being made as fast as cars and vessels can be secured. The freight market continues very steady, and vessels are offered moderately. From the charters secured recently there is every indication of heavy shipments during the present month. Last week the following lumber charters were reported: Schooner R. T. Rundlett, 219 tons, Jacksonville to New York, three trips, on private terms; schooner H. C. Kerlin, 458 tons, Jacksonville to Baltimore at \$7; schooner Sadie Willcutt, 890 tons, Jacksonville to New York at \$7.75; schooner Josephine, 347 tons, Jacksonville to Philadelphia at \$7.75, and dry cypress \$6.75, and schooner Nettie Shipman, 288 tons, Jacksonville to Pawtucket at \$8 and towage.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, March 5.

There is every indication of an expansion in the volume of trade in lumber in this section during the spring and summer months. Already the demand for all classes of lumber is showing a material increase over the same period last year, and the numerous inquiries coming to hand from all sections of the State and points beyond indicate a very heavy volume of business during the next ninety days. There is an improved demand from foreign markets, and several good orders have been booked during the past ten days. The Sabine Export Co. reports a marked improvement in prices within the past few days. The offering of suitable vessels is better, but freights continue very firm for desirable tonnage. Among the companies which are feeling the improvement in the general lumber market, the Industrial Lumber Co. has recently closed an order for 2,000,000 feet of yard stock for a foreign market. This large order has a tendency to harden prices on yard stock, which has recently been somewhat heavy and showing accumulation. The Industrial Company has chartered two large twin-screw steamers, and will commence loading at Sabine Pass at the rate of 100,000 feet a day.

Mobile.

[From our own Correspondent.]

Mobile, Ala., March 5.

The carnival season is now over, and during the past week numbers of millmen and others from a distance have been in the city enjoying the festivities of the season. The occasion had a tendency to bring lumbermen together for an interchange of opinion in regard to the lumber and timber industry, and as a rule all were of the opinion that the outlook for the future was very encouraging. During the past week the market has been active, with prices firm and tending higher. The timber trade is beginning to look up, and receipts, both here and at Moss Point, are much better, the recent high water in the upper streams having

brought out large quantities of logs and timber. Prices for hewn timber are unchanged at 14 to 15½ cents per cubic foot; hewn oak, 15 to 18 cents per cubic foot, and hewn poplar, 12 to 13 cents. Sawn timber is quoted at 15 to 15½ cents per cubic foot, 40-foot basis. Logs are in fair demand, cypress selling at 10 to 12 cents per cubic foot, poplar \$8 per 1000 superficial feet, and oak \$8 to \$12 per 1000 superficial feet. Pine saw logs are in good demand, with sales at \$7 to \$10 per 1000 superficial feet. At the moment there is an active demand for lumber, coming mostly from Cuba, Central and South America and the United Kingdom and continental ports. The shipments during the week reached over 4,000,000 feet, nearly 1,000,000 feet going to Cuban ports. The ship Theo. H. Rand cleared for Cartagena, Spain, with a cargo of lumber containing 867,860 feet, and several clearances for New York and Sound ports were reported. The total shipments of lumber since September 1, 1899, aggregate 72,805,887 feet. The exports of hewn timber for the week amounted to 5105 cubic feet, and of sawn timber 70,728 cubic feet. The freight market continues very firm as to rates, and vessels of desirable tonnage are scarce. A foreign bark of 1070 tons was chartered last week to load lumber at Pensacola for Buenos Ayres at \$13.

Lumber Notes.

The shipments of timber and lumber from the port of Pensacola, Fla., for the month of February aggregated 25,640,000 superficial feet.

The Drew Lumber Co. of Columbia, Fla., will build saw and planing mills at the new town of Wilmarth with an annual output of 20,000,000 feet of lumber.

Receipts of lumber at the port of New Orleans for the week ending the 2d inst. amounted to 1,366,400 feet, and for the season 56,324,717 feet, against 49,857,700 feet last season.

The Meadow Mountain Lumber Co. has put its new mill at Friendville, Garrett county, Maryland, in operation, cutting 30,000 feet a day, which is one-half the capacity of the plant.

The Maust Lumber Co. of Cumberland, Md., recently purchased a valuable tract of 156 acres of timber along Shade run, in Garrett county, from the Gregory heirs for \$22.50 an acre.

The Standard Lumber Co. of Berkley, S. C., has been chartered, with a capital stock of \$10,000. The officers are Chas. S. Heard, president, and St. John P. Kinloch, secretary and treasurer.

The Banner Lumber Co. of St. Louis has been incorporated, with a capital stock of \$25,000, all paid in. The stockholders are John E. Mink, Robert L. McLaren, J. W. Young and J. B. Taylor.

The total shipments of lumber from the port of Jacksonville, Fla., for the month of February amounted to 11,866,395 feet, of which 10,357,737 feet were coastwise and 1,508,658 foreign. Shingles shipped 1,550,000, and cross-ties 38,863.

About \$125,000 was paid out last week in Chattanooga, Tenn., for poplar and ash logs by the three lumber mills of that city. The present high tide in the river brought to Chattanooga over 6,000,000 feet of logs, the largest amount ever known to have been brought in on one tide.

The following shipments were reported last week from the port of Charleston, S. C.: Steamship Nithsdale for Barcelona with 26,400 oak staves among her cargo; schooner Levi Hart for New York with 300,000 feet of lumber, and schooner Sylvia C. Hall for Fall River with 325,000 feet.

S. L. King and J. M. Baker of Bristol, Tenn., have transferred to James Strong of Philadelphia, Pa., 2280 acres of Sullivan county land. The price paid was \$12,900. The land transferred is a few miles southeast of Bristol, and is very heavily timbered, abounding in white pine, oak, poplar and other commercial woods.

The State land commissioner of Texas on the 28th ult. sold the timber on two sections of land in Jasper county to the Beaumont Lumber Co. for \$4896 cash, and the timber on three-fourths of a section in San Jacinto county to the R. C. Miller Lumber Co. for \$1722 cash, or at the rate of ninety cents per 1000 feet stumpage.

The Morton-Lewis-Willey Lumber Co. of Bristol, Tenn., has closed a deal with the Shaefer heirs of Pennsylvania for a 5000-acre tract of valuable timber land on the south side of the Holston mountain, in Sullivan county, Tennessee. A corps of engineers are at work surveying the property. It is said that the company will build two miles of railway along the mountain in order to reach its new possessions in the near future.

The Coal River Stave Co. was organized last week at Racine, W. Va. Mr. W. B. Clarkson of Charleston was elected president, and Noble Beatty, secretary and treasurer. The company has secured a large domain of valuable oak timber in the Coal river region, and will put in a big stave mill at Racine as soon as the machinery arrives. The company will saw 10,000,000 staves and the Standard Oil Co. will get the entire output.

The plant of the Richardson Cypress Lumber & Shingle Co., located in the midst of a fine belt of cypress timber lands at Bucksport, S. C., twenty-nine miles from Georgetown, S. C., is now fully equipped and is operating at its full capacity. The stockholders of the company are J. A. Richardson & Sons of Whiteville, N. C., and Watson, Malone & Sons of Philadelphia, Pa. This enterprise, recently established, is proving a great success.

The annual meeting of the North Carolina Pine Association was held in Norfolk, Va., on the 1st inst. The officers elected were as follows: John L. Roper of Norfolk, president; E. C. Fosburg of Norfolk, vice-president; R. S. Cohen of Norfolk, treasurer; C. S. Russell, secretary. It was announced that the association's exhibit, which will appear in the forestry building at the Paris Exposition, has been prepared and is now awaiting shipment to France.

C. M. Hill of Moline, Ill.; W. C. Orem of Chicago, Ill.; E. S. Page of St. Paul, Minn.; J. C. Hill of St. Paul and W. K. Henderson of Shreveport, La., have incorporated the Shreveport Lumber & Manufacturing Co., with a paid-up capital of \$50,000, and have purchased the Henderson cottonwood mill in East Shreveport. The company will make extensive improvements, increasing capacity, and will manufacture woodenware articles and wooden boxes.

It is stated that the Angola Lumber Co. of Norfolk has closed the purchase of the Perego-Jenkins Lumber Co.'s plant at Wilmington, N. C., paying \$16,500 for all the equipments, etc., of the mill and a five years' lease upon the tract of land upon which the property is situated. The Angola Company will at once overhaul the plant and probably enlarge its capacity from 40,000 feet a day to 80,000 feet and run tramroads to the interior, where large acreages of timber have been purchased. The mill will be put into operation within the next thirty days.

The Enoch Lumber & Manufacturing

Co. of Jackson, Miss., has purchased from A. T. & F. W. Squire of Grant, Mich., 40,000 acres of long-leaf yellow pine in Pike and Marion counties, Mississippi. The land lies adjacent to the present holdings of the Enoch Company, and it is estimated that it will cut between 400,000,000 and 500,000,000 feet of lumber, while the timber will be manufactured at the mills of the company at Fernwood. The company has a railroad running twenty-five miles into the interior from Fernwood, extending to the borders of the new purchase, and the road will be added to as necessary.

Mr. G. Bedell Moore of the Litcher & Moore Lumber Co. of Orange, Texas, has sold his half-interest in the Litcher & Moore Cypress Lumber Co. of Litcher, La., to William H. Stark of Orange and Capt. John Dibert of Litcher, La., for the consideration of \$550,000. The plant consists of an up-to-date double-band mill and shingle mills, a large sash, door and blind factory and shops for the manufacture of oil tanks, cisterns, etc. The sale includes Mr. Moore's interest in the village of Litcher and more than 26,000 acres of heavily-timbered cypress swamp, which insures twenty years' supply of logs. The mills are located on the east bank of the Mississippi river, forty miles above New Orleans. The officers of the new company will be H. J. Litcher, president; William H. Stark, vice-president, and John Dibert, secretary and treasurer.

The eighth annual convention of the National Wholesale Lumber Dealers' Association was called to order yesterday in the convention hall of the Young Men's Christian Association in Baltimore at 11 A. M. President John N. Scatterd of Buffalo, N. Y., delivered his annual address, and the general business of the morning session was of a routine character. Mayor Hayes in an address welcomed the delegates, and extended the usual greetings and courtesies of the city. The business of the convention will occupy the whole of today, and probably will not be finished then. Among the important subjects to be discussed is the building of a structure to contain the exhibits of American lumbermen at the Paris Exposition. Another important item of discussion will be a conference between the members of the Northwestern Lumber Dealers' Association and a number of Eastern organizations, including representatives from the New York Lumber Trade Association, the New Jersey Lumbermen's Protective Association, the Connecticut Lumber Trade Association, the Pennsylvania Lumber Trade Association and the New York State Lumbermen's Association. Matters of interest bearing on the condition of trade will be discussed. A reception and smoker was held last night at the Hotel Rennert for members of the convention, and this evening an elaborate banquet will be tendered the delegates. The visitors are guests of the Baltimore Lumber Exchange, and the gentlemen who have charge of the entertainment are Messrs. Lewis Dill, president of the Exchange; Francis E. Waters, Samuel P. Ryland, H. Clay Tunis, S. C. Rowland and P. M. Womble, Jr.

It is announced that the trans-Mississippi commercial congress will meet at Houston, Texas, on April 17, continuing its sessions until April 21. Among the subjects for its discussion will be irrigation and harbor improvements. It is expected that delegates from nearly all of the States and Territories west of the Mississippi river will be present. Mr. E. O. Standard of St. Louis is president, and Tom Richardson of Houston is secretary of the congress.

PHOSPHATES.

Florida Phosphates.

[Special Cor. Manufacturers' Record.]
Ocala, Fla., March 5.

More phosphate plants have probably been built in the past year, now in course of erection or contracted for to be erected during the year than were built during the five years prior. The number of high-grade hard-rock plants now in operation or ready for work is about 100, with several more to be added to this number in a few months. Quite a number of plants, however, are small ones, whose removal from one "pocket" to another is comparatively inexpensive, while many are extensive and will be working on their present locations for many years to come.

The Levy County Phosphate Co. at Bronson has discovered a very valuable deposit of high-grade phosphate about a half mile from the site of its plant that is now working, and is letting the contract to erect a large new plant. Work on the plant will begin in a few weeks. The company has a new station and post-office at its mine called Eve.

Messrs. Hood & Hubbard, the extensive phosphate miners of South Dunnellon, who operate two extensive plants on the south bank of the Withlacoochee river, have built two handsome new plants on excellent deposits of high-grade hard rock at Archer, in Levy county, and have started mining operations at both. The new plants were finished on the 1st of March, and are thoroughly modern and capable of mining from 75 to 100 tons of rock each per day. One is called the Saw Grass and the other the Consolidated.

H. R. Wilson and J. C. Pheil have filed a mining claim in the office of the clerk of Citrus county on a tract of unsurveyed government land adjacent to Inverness, and are making preparations to commence mining on the property at once. The land was previously prospected by Mr. Wilson, who found a very fine deposit of high-grade phosphate. Work on the construction of the plant will be commenced this month, it is thought.

The Dunnellon Phosphate Co. has a large force of men prospecting lands lying about one mile from Hernando, in Citrus county, with most satisfactory results. Several deposits of unusual richness have been located, and it is reported that a plant will be established there in the near future. This company and its connections is probably the richest in the phosphate field, but heretofore has confined its mining operations pretty close to Dunnellon, where it has the largest single hard-rock plant in the State. It has a postoffice of its own, Rockwell, one mile north of Dunnellon.

The Miss Turner property at Cordell, in Citrus county, is being prospected by W. A. Hulsey. His reported finds so far are nothing but good ones.

The Suwannee Phosphate Co. at Fort White, W. M. Ross, manager, is doing some prospecting on lands in the vicinity of its plant.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., March 7.

The market for phosphate rock is in good shape, with the advance in all other fertilizer ingredients, and prices are generally strong and stocks firmly held. The following phosphate charters are reported during the past week: British steamer Benedick, 1581 tons, from Fernandina to Antwerp at 19/6, March; British steamer Cheniston, 1304 tons, from Fernandina to Ghent at 19/6, March; British steamer Berkshire, 1473 tons, from Fernandina to Hamburg at 21/6, April 25; British

steamer Paklands, 1252 tons, Fernandina to Hamburg, 21/6, option Rotterdam 20/6, March, and steamer Mae, 1497 tons, from Tampa to Cartaret at \$2.75 net. The movement throughout the Southern phosphate belt has been so far this year very satisfactory, the demand, both domestic and foreign, being brisk. Reports from South Carolina are very encouraging, and the last report of the State commissioner of his visit to the phosphate beds shows the industry to be in a healthy condition. Several existing companies propose to increase their capital, while there is a prospect of a new company being formed. Prices continue steady at \$4 for crude rock at the mines and \$4.50 for hot-air-dried f. o. b. vessels in Ashley river. Shipments of phosphate rock from Florida ports have been very liberal during the month of February, Fernandina alone sending out nearly 16,000 tons, while 10,880 tons of Florida high-grade rock left the port of Savannah during that month. The shipments of pebble phosphate from Tampa and Punta Gorda have been quite liberal so far this year. A good foreign demand for both land rock and pebble is prevailing, and prices are very apt to go higher in the next thirty or sixty days. Advances from the Tennessee phosphate field show a most vigorous development, and at Mt. Pleasant, Hickman county and other points miners are pushing their work when the weather is fine. Tennessee rock is in good demand, with prices about the same as previously reported. Slight concessions, however, are being made on export rock, and for nearby shipment \$3.50 could be done.

Fertilizer Ingredients.

The general tone of the market during the past week has been quiet, owing to the marked advance in ammoniates. Stocks in the West are reported very light, and holders are firm in their views as to prices. A good demand from Southern and Eastern buyers is expected to set in shortly. Messrs. Thos. H. White & Co., in their circular for the month of February, say: "Ammoniates have been strong, with large demand the past month. Prices have advanced materially. Stocks appear very small. We do not foresee much relief from the present tension in the near future."

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$3 10 @ 3 12½
Nitrate of soda.....	2 05 @ 2 10
Blood.....	2 00 @ —
Hoof Meal.....	2 30 @ —
Azotine (beef).....	2 40 @ 2 50
Azotine (pork).....	2 40 @ 2 50
Tankage (concentrated).....	2 25 @ 2 30
Tankage (9 and 20).....	2 35 & 10¢ @ 2 40 & 10
Tankage (7 and 30).....	2 00 @ —
Fish (dry).....	20 00 @ —
Fish (acid).....	12 00 @ —

Phosphate and Fertilizer Notes.

The shipments of phosphate rock from the port of Fernandina for the month of February amounted to 15,560 tons.

The schooner Mary Curtis cleared from Charleston, S. C., last week with a cargo of 560 tons of phosphate rock for Baltimore.

The British steamship Scawby sailed from Port Tampa, Fla., for La Pallice, France, with a cargo of 2875 tons of pebble phosphate from the Palmetto Phosphate Co.

The agricultural department of Georgia reports that the sale of fertilizer tags indicates that the acreage of cotton will be the largest this year of any in the history of the State.

It is stated that a remarkable fine deposit of kaolin, superior to any yet found in this country, has been discovered in Groveton, Ga. Carload shipments have been made during the past week.

The shipments of Tennessee phosphate rock from the port of Pensacola for the

month of February amounted to 7763 tons, and for the two months ending February 28 they aggregated 24,260 tons.

The Standard Phosphate & Fertilizer Co. of Acme, Fla., has been recently organized for improving and operating the old United States phosphate plant, and will have a capacity of 200 tons in twenty-four hours.

The Howard Phosphate Co. is making some valuable improvements on its property near Mt. Pleasant, Tenn. Large sheds are being built, and the engines, boilers and other machinery for the crushers and washers are now being put in position.

It is stated that J. M. Hastings of the Pennsylvania Phosphate Co. has bought from Price Bros., near Bethesda, Tenn., a farm of 400 acres for \$24,444. Very valuable phosphate has been found on it, some of it showing over 83 per cent. phosphate.

The British steamer Newstead cleared last week from Savannah with 2002 tons of Florida phosphate rock among her cargo for Rotterdam. The total shipments of phosphate rock from Savannah for the month of February aggregated 10,880 tons.

The shipments of fertilizers from the port of Charleston for five months ending January 31, 1900, aggregated 125,907 tons, against 80,839 tons for the same period last season. The shipments last month are expected to be greatly in excess of those for February, 1899.

Phosphate Commissioner Vance of South Carolina returned last week from a trip to the phosphate mines of that State. The commissioner found the industry in good condition, several existing companies preparing to increase their capital and a new company being in prospect.

It is said that practically all the stock has been subscribed for the organization of a company to establish a mammoth fertilizer factory at the Castle Haynes phosphate mines, eight miles from Wilmington, N. C. The capital stock of the company will be \$200,000. The organization will be perfected in a few days, and the company will have its plant completed by early autumn.

The stockholders of the proposed mill company at Belton, Texas, met during the week and elected officers. Formal organization was thus effected, the title taken being the Belton Cotton Mills. A capital of \$100,000 is intended to be invested at the start. The directors are Messrs. Geo. W. Tyler, T. W. Cochran, W. T. J. Hartrick, J. Z. Miller, Jr., S. M. Ray, Pete Hammerstein and Frank Hoornbeck. Negotiations for machinery are in progress.

The town of Boyce, La., has recently made arrangements to secure a system of water-works, also an ice plant, and the work of constructing the improvements is already under way. In a letter to the Manufacturers' Record J. E. Blackburn, general manager of the water-works company, writes that a number of other improvements are contemplated, and that they will represent an outlay of fully \$600,000.

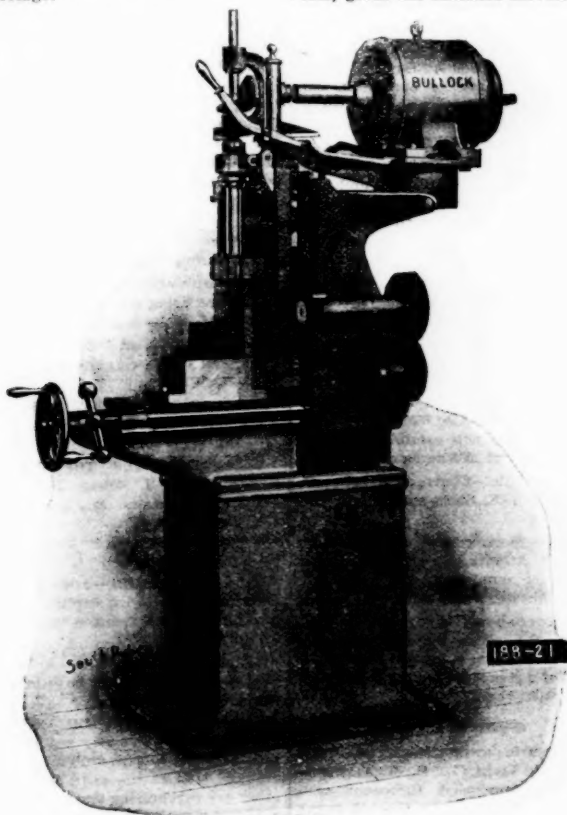
The Architects and Builders' Magazine of New York for March makes as its special feature Baltimore's new courthouse. Fully twelve pages are devoted to accurate descriptions of the building and its various rooms, which are profusely illustrated with half-tone engravings.

G. H. Tilton of Laconia, N. H., who lately purchased the Savannah (Ga.) Cotton Mill, is now overhauling and improving that plant.

MECHANICAL.

Neat Application of Electric-Power.

A profiler is a difficult machine to directly apply an electric motor without intermediate belting, owing to the fact that the distance between motor and spindle varies by reason of the constant shifting of the carriage.

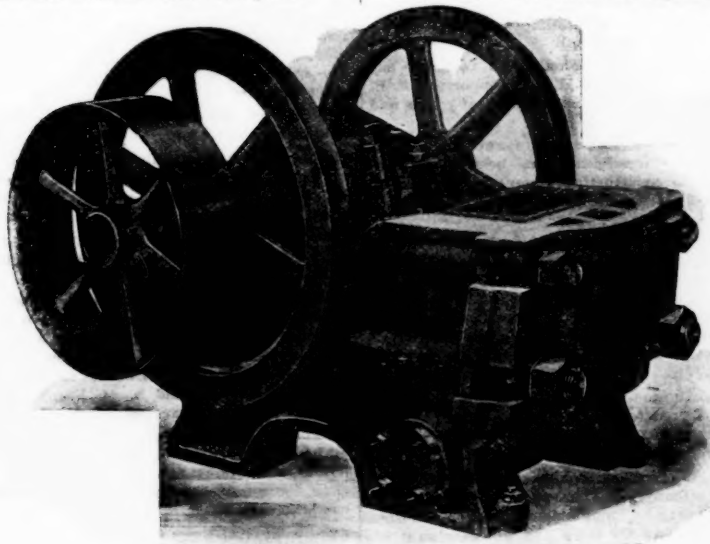


A NEAT APPLICATION OF ELECTRIC-POWER.

To surmount the difficulty of a constantly-changing length of shaft, the Bullock Electric Manufacturing Co. places the motor upon a revolving base and connects the motor and spindle by a splined shaft and sleeve. The shaft sliding within the sleeve allows for the variable distance between motor and spindle.

that is available for any or all the purposes that such machinery has ever been applied to. An illustration is given of one of the Fritsch Company's machines.

The improved sectional jaw crusher is designed to supply the need of an ore-breaker for finer and more even crushing than the old-style breakers. The arrangement of the jaw, pivoted at the bottom, gives the smallest movement at the



SECTIONAL JAW CRUSHER.

The motor is described in Bulletin No. 1335, which may be had by addressing the company at Cincinnati, Ohio.

Improved Sectional-Jaw Crusher.

Manufacturers who have necessity for crushing products of any kind will find it to their advantage to be cognizant of the merits of the machinery for that purpose made by the Arthur Fritsch Foundry & Machine Co. of St. Louis, Mo. This company builds a line of crushing apparatus

is more uniform and better adapted for further reduction by rolls.

The machine is equally well adapted to crush coarse, when coarse crushing is preferable, as the front jaw can be adjusted any reasonable distance from the movable jaw. The pivot of the jaw is provided with a flanged stuffing-box, and a space is left for packing with hemp, etc., so as to effectually prevent any grit or dirt from getting at the journal, and a hood also covers the joint. The stuffing-

box or brush is also for another purpose, namely, in case the journal wears the frame is not injured.

TRADE NOTES.

Factory Sites.—Free sites for factories are offered near Montgomery, Ala. Railway facilities, minerals, timber and cotton are plentiful. Alex. Rice of Montgomery can give information.

Coal and Iron Lands.—A property comprising about 2700 acres of coal and iron lands in Jefferson county, Alabama, is offered for sale by H. C. Davidson, P. O. Box 603, Montgomery, Ala. It is said that the coal veins are thick and can be easily worked, and that railroad connection is at hand.

Alabama Water-Power.—One of the finest water-powers in North Alabama is being offered for sale. The property includes mineral and timber lands if purchaser desires it. The Southern Railway is only four miles distant. J. P. Allgood of Piedmont, Ala., can give information concerning the property.

Buffstone Quarry.—A Southern quarry of stone of a bright buff color is offered for sale. This stone has smooth beds, making it suitable for flagging, steps and ashler. An equipment for taking out and dressing the stone is on the property. Henry F. Welch of Charleston, S. C., can give further information.

Texas Agency for De Ronde Co.—Arrangements have been completed by the Frank S. De Ronde Co. of 54 John street, New York city, for representation in Houston, Texas. Messrs. Peden & Co., one of the largest supply houses in the State, will represent them and carry a full stock of the De Ronde Company's "National" wall finish, cold-water paint and lythite.

A Favorite Heating System.—The city of Montgomery, Ala., has been wonderfully improved in the last few years by its streets being paved and other improvements. The school board recently let contract for a handsome school building, which is to be heated and ventilated by a fan system, which has been designed and will be placed in this school by the Peck-Hammond Company of Cincinnati, Ohio, which has installed its work in a large number of cities in the South.

Baling Presses.—Southern cotton mills are rapidly becoming better acquainted with the manifold merits of the baling presses made by the Boomer & Boschert Press Co. of Syracuse, N. Y. Orders for these presses are constantly being received from Southern mills by the maker. Some recent contracts filed were to supply presses for mills in Florence, Ala., Valdosta, Ga., Westminster, S. C., Hogenessville, Ga., and Aragon, Ga. Other sections of the country also provide the Boomer & Boschert Company with orders for its presses for baling cotton cloth, wool, rags, etc.

Crocker-Wheeler Co.—This company of New York city has just closed a contract with the St. Louis (Mo.) Refrigerating & Cold Storage Co. for two size 224 generators, 200 kilowatt, 500 volts, and thirty-eight motors ranging in size from one horse-power to thirty-five horse-power; also two special double-field motor dynamos, size 15 D. Also closed contract with Dow Chemical Co. of Midland, Mich., for a size 448 generator, 575 kilowatts, 300 volts, for electrolytic work. It may be said in this connection that the Crocker-Wheeler Co. is making a specialty of large machines for electrolytic work.

McLanahan-Stone.—The firm of McLanahan & Stone, manufacturers of ore and phosphate machinery, crushers, screens, conveyors, etc., has been incorporated as the McLanahan-Stone Machine Co. The management will remain about as heretofore. Mr. Henshey and Mr. Kirk, who have been with the old firm a long time, have become stockholders; the former has been made treasurer and the latter superintendent. The officers are now as follows: J. King McLanahan, president; William Stone, vice-president; S. C. McLanahan, secretary; H. M. Henshey, treasurer, and William F. Kirk, superintendent.

Boiler Compound, etc.—There are many compounds on the market for use in the preventing of the formation of scale in boilers. One of these, and one which has met with most decided success throughout the country, is the "Federal Boiler Compound." This compound is claimed to remove all scale due to carbonates or sulphates of lime, magnesium, etc., or prevent trouble due to organic matter, sulphurous or sulphuric acid. The action is to dissolve the scale without the

slightest harm to the boiler. Samples in sufficient quantity to demonstrate the merits of the compound are sent when requested by reliable parties. The Frank S. De Ronde Co. of 54 John street, New York city, has just taken the general selling agency for this compound, and will furnish any information regarding it. "Federalite" and "Federal Salt" for batteries is also offered by the De Ronde Company. Any information regarding these excellent electrical specialties may be obtained on application.

More Ice-Machine Contracts.—The continued installation of new ice and refrigerating plants and the enlargement of existing establishments in that class furnishes many contracts for the makers of ice machinery. The Fred W. Wolf Company of Chicago secures a large share of the ice-machine contracts placed from month to month. Its most recent contracts, closed in February, call for two cylinders of fifty-six tons refrigerating capacity every twenty-four hours for a Chicago provision company; two cylinders of twenty-five tons capacity for a New Jersey brewing company; a 12-ton refrigerating machine for a party at Hertogenbosch, Holland; 25-ton steam condenser for ice factory at Manila, P. I.; 40-ton machine and ice-making plant at Fort Worth, Texas; 40-ton refrigerating machine and 10-ton ice plant at Enith, O. T.; 25-ton Linde refrigerating machine and brewing plant complete at New Athens, Ill.; 12-ton refrigerating machine for a New York city candy factory, and 85-ton refrigerating and 40-ton ice plant complete at Denver, Col. The machines built by the Wolf Company are of the celebrated Linde pattern.

Electrical Supplies.—The Western Electrical Supply Co. of St. Louis reports that its trade in line and central station supplies has been especially gratifying. The demand for the company's Moloney transformers and A. B. solid copper cased enclosed arc lamps has grown so that it is difficult to take care of orders. These are products for which the company is exclusive territorial agent, and which it is in a position to guarantee in every way. The new all copper case A. B. lamp has proven itself to be an instantaneous success. It is an entirely new departure, and seems now to be the only logical covering for enclosed arc lamps. In the Moloney transformer is claimed to be a transformer whose copper and core losses are reduced to a minimum of extremely close regulation and high efficiency. These transformers are guaranteed for two years, and full investigation of them is invited. This company is carrying probably the largest and most complete line of electrical supplies in the country, and is prepared to equip central stations, street railways and telephone lines and exchanges complete. By close attention to the wants of customers, combined with the strictest business integrity and hustling, the Western Electrical Supply Co. has become today one of the largest electrical supply houses in America. The company is prepared to supply "everything electrical" in all that the term implies.

A Durable Roof.—The question of a roof covering which will remain intact and thoroughly serviceable under all conditions is one which has been of great interest to all manufacturers for some years past, particularly where roofs are exposed to coal gas, oil, grease or acids and alkalies or great heat. The Manufacturers' Record is in receipt of a sample of the P & B ruberoid roofing, which is manufactured by the Standard Paint Co. of New York, which was recently taken from a factory building where it has been in steady use for over six years, and yet the material is apparently as good as ever, and shows no signs of wear. One of the claims made by this company with regard to its material is that it will not be affected by long use or weather conditions, and certainly from what we can see in the sample sent us the claim is amply sustained. The roofing was painted but once during the time that it was in use, and if it had remained on the building where it was first placed there seems to be no reason at all that it would not have lasted a great many years longer. We are sure this fact will be of interest to our readers, as good roofing is an important matter. To those desiring to investigate this matter we would suggest that they seek full particulars by correspondence with the Standard Paint Co., 81-83 John street, New York, from whom they can receive samples as well as any further information that may be desired. This company, which also manufactures the well-known P & B building and sheathing papers and the P & B preservative and roof paints, reports a most gratifying and steadily-increasing demand for all the goods of its manufacture, not only in this country, but in all parts of the world.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

M. V. Richards, land and industrial agent of the Southern Railway Co., Washington, D. C., telegraphs the Manufacturers' Record that at the request of Northern parties seeking a location in the South for an iron and steel plant he submitted a proposition to several points where they would consider locating. The substance of the proposition looks to the investment by Northern capitalists of \$5,000,000, provided \$1,000,000 is raised locally for the establishment of a \$4,000,000 plant.

ALABAMA.

Anniston-Cotton Mill.—William Noble, John H. Noble and James Keith will establish a \$100,000 mill, installing 5000 spindles. Cloth will be manufactured.

Anniston-Cotton Mill.—Thomas L. and Walter A. Robinson will erect a \$50,000 cotton mill.

Anniston-Saw-mill.—J. G. Adams and J. B. Adams have organized the Adams Lumber Co. for establishment of saw-mill, etc., recently reported.

Birmingham—Electric-light Plant.—The board of revenue of Jefferson county will establish a \$3000 electric plant for lighting courthouse and county jail. Bids will be received.

Birmingham-Iron Furnace.—The Republic Iron & Steel Co., Silas J. Llewellyn, secretary, New York city, lately mentioned as having awarded contract for stacks and stoves, has let other contracts to several parties which insure the completion of its proposed 250-ton furnace at Thomas.

Birmingham-Cracker Factory.—W. M. Drennen, Frank P. O'Brien and Robert J. Lowe have incorporated the Martin Cracker Co., with capital stock of \$30,000, for the manufacture of crackers, candy, cakes, etc.

Eutaw-Cotton Mill.—The Eutaw Cotton Mills has organized, with capital stock of \$100,000. Names of interested parties to be announced later.

Greensboro—Electric-light Plant.—The Greensboro Water & Light Co., lately reported incorporated by Jas. E. Webb of Birmingham and others, will have plans prepared by Edward J. O'Beirne of Birmingham for erection of its proposed plant.

Huntsville-Cotton Mill.—T. W. Pratt has purchased the interest of Joshua Coons in

the West Huntsville Cotton Mills Co., but has not determined what will be done in regard to enlargement of the plant.

Huntsville—Telephone Exchange.—The Alabama & Tennessee Telephone Co., lately reported as incorporated by W. B. Swaney of Chattanooga, Tenn., and others, and as having franchise to construct an exchange in Huntsville, has awarded contract for exchange to the North Electric Co. of Cleveland, Ohio, which company will advertise for subcontracts as soon as it has settled on the survey.

Jacksonville-Iron Mines.—A. H. Parker and J. H. King are developing iron mines near Jacksonville.

Mobile—Transportation Company.—The Cuban Transportation Co. has been incorporated, with Noel E. Turner, president; W. C. Taylor, vice-president; W. K. Tyson, secretary and treasurer, to conduct general transportation and shipping business; capital stock \$40,000.

Montgomery-Cotton-oil Mill.—Dr. St. Clair Tennille and J. S. Stanton will establish a cottonseed-oil mill of fifty tons capacity.

New Decatur-Planing Mill.—E. C. Payne will erect large planing mill.

Opelika—Electric-light Plant.—The Alabama Electric Light & Power Co., lately reported incorporated, has awarded contract for construction of its plant to Edward J. O'Beirne of Birmingham.

Pratt City-Water-works.—The city will issue \$25,000 of bonds for construction of water-works system. It was reported several weeks ago that Chicago (Ill.) parties had submitted a proposition to construct a \$25,000 water-works system at Pratt City. Address "The Mayor."

Swansea-Coal Mines, Coke Ovens, Iron Furnaces, etc.—A dispatch from Birmingham says the Pawnee Land Co. (directors of which reside in Savannah, Ga.) has recently purchased 10,000 acres of mineral lands in Blount county, and will open extensive coal and ore mines, build coke ovens and later build one or two iron furnaces. It is said \$750,000 will be expended in improvements.

Verbena—Ginnery.—Contract has been signed for the erection of a \$6000 ginnery. Names of interested parties will be announced later.

ARKANSAS.

Jonesboro—Medicine Factory.—Chartered: The J. H. Snyder Medicine Co., with capital stock of \$25,000, by J. H. Snyder, E. L. Westbrook, J. W. Armstrong and J. E. Jones.

Little Rock—Mercantile.—The Bracey Grocery Co. has been incorporated, with capital stock of \$10,000, by H. B. Bracey, president, and others.

Little Rock—Mining.—Chartered: The Gehr-Morgan Mining Co., with P. H. Gehr, president; B. E. Massey, secretary and treasurer, and J. A. Hollingsworth, general manager.

Mena—Electric-light Plant.—J. E. Tomlinson has franchise and is installing an alternating system, 2000 volts primary, 104 secondary; capacity 2000 lights, sixteen candle-power.*

FLORIDA.

Acme-Phosphate Plant.—The Standard Phosphate & Fertilizer Co., lately reported as organized for improving and operating the old U. S. phosphate plant, will have a capacity of 200 tons in twenty-four hours, and will install new machinery; T. W. Oglesby, superintendent.*

Apalachicola-Water-works.—The Apalachicola Water-Works Co. has been incorporated, with B. A. Meginniss, president, Tallahassee, Fla.; J. T. Meginniss, secretary, and S. E. Rice, Jr., treasurer, to construct water-works; capital stock \$30,000. Address J. T. Meginniss.

Arcadia-Laundry.—J. L. Jones will rebuild his steam laundry, reported burned.*

Bronson—Phosphate Plant.—The Levy County Phosphate Co. will build new phosphate plant.

Columbia—Saw-mill, Bridge, Machine Shops, etc.—The Suwannee & San Pedro Railroad Co. will build a drawbridge across the Suwannee river at its new town of Wilmarth and establish shops and foundry. The Drew Lumber Co. will also build saw and planing mills at this new town with an annual output of more than 20,000,000 feet of lumber. Address the railroad company, care of Drew Lumber Co.*

Daytona—Telephone System.—Eugene T.

Conroy, J. E. Long, Frank T. Peck, George H. Clark and others have formed a \$4000 company for the establishment of a telephone exchange.

Dellwood-Saw-mill.—C. A. Bevis will rebuild his saw-mill lately burned.

Florida-Turpentine Lands, etc.—A company has been organized at Sumter, S. C., with capital of \$100,000, to engage in the naval-stores and lumber business in Northern Florida, and has purchased 110,000 acres of timber lands for development.

Florida-Turpentine Distillery.—Booth & Dreke of Sumter, S. C., have purchased 52,000 acres of pine land in Central Florida and established a large turpentine distillery.

Inverness-Phosphate Mines.—H. R. Wilson and J. C. Phell will open phosphate mines.

Jacksonville-Knitting Mill.—The Palmetto Knitting Co. has been chartered, with capital stock of \$6000, to conduct general knitting business, by A. G. Bigelow, Bruce Neff and Millroy Neff.

Pensacola-Syrup Factory.—F. H. Carthell of Elgin, Ill., has purchased 650 acres of land near Pensacola, and will establish a syrup mill with capacity of 1000 acres of cane.

Quincy-Mercantile.—Chartered: The R. K. Shaw Co., by R. K. Shaw and others; capital stock \$15,000.

Tallahassee—Electric-light Plant.—Moore & McCrary of Atlanta, Ga., have received contract for the municipal electric-lighting plant at Tallahassee, lately reported.

Tampa-Tobacco-box Factory.—It is reported that the cigar manufacturers of Tampa will organize a company for the establishment of a cigar-box factory with daily capacity of 20,000 boxes.

GEORGIA.

Atlanta—Electric-power Plant, etc.—The Georgia Electric Light Co., H. M. Atkinson, president, has purchased three-story-and-basement brick building at 24 East Alabama street, and will improve and make it fire-proof preparatory to installing \$100,000 worth of new machinery (contract for which is said to have been let). An electric storage battery will be installed and three rotary transformers, etc.

Atlanta-Steam-heating System.—E. Woodruff, J. Carroll Payne, R. J. Lowry and A. E. Thornton have incorporated the Atlanta Steam Co., with capital stock of \$75,000, for installing steam-heating system previously reported projected by the Atlanta Railway & Power Co.

Augusta-Lumber Mill.—Ab. Smith will establish a lumber mill.

Augusta-Paint Factory.—A company has been organized by E. J. O'Connor and J. B. Schweers for the manufacture of paints and painters' supplies.

Blakely—Electric-light Plant and Water-works.—Investigations are being made relative to constructing water-works and electric-light plant. Address W. L. McDowell, city clerk.

Cedartown-Mining.—The G. W. Featherstone Mining Co. has been incorporated, with capital stock of \$10,000, by G. W. Featherstone of Cedartown and C. E. James of Hamilton county, Tennessee, for the purpose of dealing in iron ore and mineral properties; also to wash and prepare iron ore for market, etc.

Covington-Cotton Mill.—Plans are about perfected to build at once a cotton mill to cost \$100,000. Possibly T. C. Swann can give information.

Dahlonega-Gold Mines.—A. D. Greenfield of Albany, Ga., has purchased gold-mining property in Lumpkin and Dawson counties, embracing 1000 acres, and will develop it.

Dublin-Laundry.—H. C. Peters of Tampa, Fla., contemplates establishing a steam laundry in Dublin.

Dublin-Handle Factory.—P. E. McWhorter of Madison contemplates establishing a handle factory in Dublin.

Dublin-Furniture Factory.—The Dublin Furniture Manufacturing Co. has awarded contract for erection of additional buildings to increase its capacity.

Fort Valley-Canning Factory.—Ohio capitalists will establish a canning factory in Fort Valley with capacity of 50,000 cans per day.

Fort Valley-Crate Factory.—The Albaugh Georgia Peach Orchard Co. is erecting a peach-crate factory with capacity of 2000 crates per day.

Geneva-Cotton Mill.—R. L. McBryde, R. L. Boynton, S. C. Colquitt and others have incorporated the Community Cotton Mills to establish a plant to spin yarns and weave cloth; capital stock \$50,000. Address R. L. McBryde.*

Gober-Flour Mill.—James Barker will erect roller process flour mill.*

Griffin-Cotton Mill.—The Griffin Manufacturing Co. states that there is no truth in the announcement that it is building an addition. The only improvements being made at present is a finishing room 60x40 feet and an additional smokestack.

Griffin-Cotton Mill.—The Rushton Cotton Mills, lately reported to enlarge, has under consideration the building of a weave shed and installing 160 additional looms.

Grovetown-Kaolin Deposits.—Kaolin deposits are being developed on the property of Mrs. M. Flske & Son.

Loraine-Cotton-oil Mill.—C. W. Howard is interested in the establishment of a cottonseed-oil mill.*

Macon-Cotton Mill.—The Payne Cotton Mills (operating 3500 spindles) will install 3000 additional spindles.

Macon-Brick and Tile Works.—W. R. Rogers, Sr., E. J. Nelson, James N. McCaw and W. R. Rogers, Jr., have incorporated the Macon Mining Co. to conduct a general mining business and to manufacture; capital stock \$30,000.*

Millen-Cotton Mill.—A stock company has been organized, with capital of \$100,000, for establishment of a cotton mill. Address W. T. Godbee.

Millen-Cotton-oil Mill.—A cottonseed-oil mill to cost \$20,000 will be established. Address W. T. Godbee.

Rossville-Shoddy Mill.—The Southern Shoddy Mills, previously reported as enlarging its plant and installing additional machinery, will in the near future install another dry carbonizing machine for separating wool from cotton in rags. Company is now considering the erection of a mill twice the size of present one.

Savannah-Cotton Mills.—G. H. Tilton of Laconia, N. H., recently reported as having purchased the Savannah Cotton Mills, is having plant overhauled preparatory to commencing operations.

Savannah-Naval-stores Company.—The Southern Naval Stores Co. has been incorporated by W. C. Powell, C. D. Baldwin, B. F. Bullard and others, with capital stock of \$300,000, to conduct general naval-stores and grocery business.

Sparta-Cotton Mill.—D. P. Ferguson is endeavoring to form a stock company to put in operation a cotton mill which has been idle four years.

Tallapoosa-Grist Mill.—J. E. Miller has established a grist mill.

Tallapoosa-Planing Mill, etc.—A. S. Owens of Birmingham, Ala., has established a planing mill and woodworking plant at Tallapoosa.

Tennille-Cotton-oil Mill.—A cottonseed-oil mill of thirty tons capacity will be built by T. N. & J. W. Smith and J. A. McCrary.

Tennille-Cotton Mill.—A company is being formed, with capital stock of \$60,000, to build cotton mill mentioned last week; 3000 spindles will be installed. W. S. Witham of Atlanta, Ga., is at the head of the enterprise, and J. A. McCrary and H. M. Franklin of Tennille are also interested.

Valdosta-Cotton Mill.—J. N. Griffin, J. L. Staten, J. F. Lewis, C. W. Lamar, W. H. Griffin and others are organizing a company for establishing a cotton mill; \$30,000 has been subscribed.

Valdosta-Knitting Mill.—H. Y. Tillman, B. W. Bentley and E. W. Lane are interested in the formation of a \$25,000 company for the establishment of a knitting mill.

Washington-Water-power Development.—It is stated that the Georgia Railroad Co., Thomas K. Scott, Augusta, Ga., general manager, is interested in the development of the Anthony shoals water-power in Broad river, near Washington, Ga., reported recently: 4700 horse-power will be developed.

Wise-Woodworking Factory.—A. M. Hewell contemplates erecting a spoke, handle, rim, etc., factory.*

KENTUCKY.

Bowling Green—Ice Plant.—Henry D. Fitch, manager Bowling Green Railway Co., will install 30-ton ice plant.*

Louisville—Bolt and Iron Works.—Rolling Mill, etc.—The Louisville Bolt & Iron Co., S. S. Bush, president, lately reported as having purchased the Anderson (Ind.) Iron & Bolt Co.'s plant and to remove it to Louisville, will have its plant in operation in about two weeks, and it will have a capacity of 50,000 bolts a year. It is the further intention of the company to build and equip a scrap rolling mill to have a capacity of 12,000 tons per annum.

Louisville—Bottle Works.—The Louisville Bottling Works has been incorporated by William Eubank, Albert Strube, John H. Coles and others, with capital stock of \$12,000, for the manufacture of bottles and window glass.

Owensboro—Carriage Factory.—Dr. J. H. Hickman and W. A. Steels have organized a \$50,000 company for the establishment of a carriage factory with capacity of 10,000 vehicles per year; will build three-story brick building.

Owensboro—Corn Elevator.—The Marsden Cellulose Co. will install corn elevator.

Paducah—Iron Furnace.—The Kentucky Furnace Co. has been incorporated in Louisville, with capital stock of \$50,000, for the purpose of leasing and operating the Paducah iron furnace, with capacity of 100 tons per day. Company has extensive ore lands along the Cumberland and Tennessee rivers. H. P. Pell of Akron, Ohio, is president; Peter Arlund, vice-president, secretary and treasurer. C. P. Dodd and H. T. Sutton are among the other incorporators.

Princeton—Lumber Mill.—E. N. Strack has purchased the mill of Strack & Calvin and will operate it.

LOUISIANA.

Lake Charles—Hardware Company.—The G. T. Rock Hardware Co., Limited, has been incorporated, with capital stock of \$20,000, to succeed G. T. Rock. G. T. Rock is president; G. H. Rock, secretary.

Shreveport—Lumber Mills, Woodworking Factory, Box Factory, etc.—C. M. Hill of Moline, Ill.; W. C. Orum of Chicago, Ill.; E. S. Page of St. Paul, Minn.; J. C. Hill of St. Paul, and W. K. Henderson of Shreveport have incorporated the Shreveport Lumber & Manufacturing Co., with paid-up capital of \$50,000, and purchased the Henderson cottonwood mill in East Shreveport. They will make extensive improvements, increasing capacity, manufacturing variety woodenware articles and wooden boxes. Present capacity of mill is 50,000 feet per day, which will be increased to 12,000,000 per year. It was reported several months ago that W. K. Henderson would establish a box factory. He is secretary of the new company, and may be addressed for information.

MARYLAND.

Baltimore.—Chartered: The Multiple Fuse & Mechanical Co., by Chas. J. Dorsey, Reuben Fennell, Samuel K. Thomas and others; capital stock \$50,000.

Baltimore—Medicine Factory.—The W. P. Parker Co. has been incorporated (under laws of Delaware) to manufacture medicines and patent compounds; authorized capital \$100,000; company will succeed Parker & Co., No. 7 South Howard street. Incorporators are W. J. Parker, J. R. Parker, James T. Mullikin, Howard Mullikin and J. A. Kemp.

Baltimore—Electric-heating Plant, etc.—A bill has been introduced in the legislature to incorporate the Fuel Company of Maryland to furnish electricity, steam or other fuel for heating purposes, etc. Capital stock shall be \$500,000, with privilege of increasing to \$5,000,000.

Baltimore—Mercantile.—Chartered: David B. Taylor & Co., by Edmund Sadler Dickey and others; capital stock \$25,000.

Baltimore—Specialty Company.—The Mutual Specialty Co. has been incorporated by William Montgomery, Jr., James Stewart Gallagher, John McCallister and others; capital \$500.

Baltimore—Shirt Company.—The Superior Shirt Co. has been incorporated, with capital stock of \$15,000, by Alfred Heath, Louis D. Passano, Francis A. Hancock and others.

Baltimore—Automobile Company.—A bill has been introduced in the legislature to incorporate the Maryland Automobile & Manufacturing Co., with capital stock of \$500; incorporators, S. B. Harcom, Joseph Borrow, Alex. S. Stern, Milton Jacobi and John C. Bossel; company is empowered to build and operate automobiles.

Baltimore.—The Thomas H. Mason Co. of Baltimore has been chartered under West Virginia laws, with capital stock of \$250,000, by Thomas H. Mason, Abingdon, Va.; James M. Mason, Charlestown, W. Va.; Joseph Stein, Baltimore, and others.

Cumberland—Skirt Factory.—Benjamin Lavine, representing a number of New York capitalists, will form a \$10,000 stock company for the establishment of a skirt-manufacturing plant in Cumberland. J. Gross of Gross Bros., Cumberland, will have an interest in the plant.

Deerfield (P. O. at Lantz)—Copper Mining.—William D. Elger of New York, who has been operating copper mines at Deerfield for a company of New York capitalists, contemplates enlarging the plant by erection of additional buildings and installing new machinery at a cost of \$200,000.

Easton—Bridge.—The commissioners of Talbot county have decided to rebuild the Talbot end of the Dover bridge. Structure will be of iron complete and cost \$6000. Address "County Clerk."

Easton—Umbrella Factory.—Chartered: The Williams-Adams-White Company, to manufacture umbrellas, by Joseph T. White, Chas. W. Adams, Wm. T. Williams and others.

Easton—Overall, etc., Factory.—Robert L. Kemp, Wm. H. Kemp and T. Dawson Lanham have incorporated the Merchants' Manufacturing Co. to manufacture trousers, overalls, shirt waists, etc.

Frederick—Electric-light and Power Plant.—C. L. Hahn, Aaron Rosenstock, J. Rogers McSherry and others are the incorporators of the Consumers' Electric Light, Gas, Heat & Power Co. mentioned last week.

Harford County—Water-power-Electrical Developments.—It is stated that all the surveys and detail plans for the hydraulic and electrical works have been completed for the proposed developments of the power of the Susquehanna river in Pennsylvania and Maryland. It is estimated that \$7,000,000 will be required to complete the proposed developments, and it is claimed that the capital has been secured. Plans for the development have been designed and worked out by James H. Harlow & Co., hydraulic engineers, of Pittsburgh, Pa., and these plans have been approved by Dr. Coleman Sellers of Philadelphia, Clemens Herschel and John Bogart of New York city, all of whom were concerned in the water-power-electrical plant at Niagara Falls. Dr. Louis Duncan of Baltimore also made an electrical report on the project. The proposed developments include a low dam in the river in Pennsylvania and the building of an embankment to a point in Harford county, Maryland, three miles south of the Pennsylvania line, where the water in race will be forty feet above river bed. Here it is proposed to erect the first powerhouse, with water-wheels and electrical dynamos sufficient to produce under normal flow of river about 40,000 horse-power. A second power plant of same capacity will also be built. The Susquehanna Electric Power Co., which has been previously reported in this department, has these developments in hand.

Ocean City—Piers, etc.—A bill has been introduced in the legislature incorporating the Steel Pier & Railway Co. to construct piers, bridges, docks, marine railways, casino, power plant, etc.; capital stock \$50,000, with privilege of increasing to \$200,000.

Tacoma Park—Water-works and Sewerage System.—Water-works and sewerage system will be constructed. Address S. S. Shedd, mayor.*

Washington, D. C.—Machine Shops.—The Grant Manufacturing Co. has been incorporated to manufacture machinery for locomotives and steam vessels; capital stock \$100,000. C. Shirley Carter is president, and Seymour Tullock, secretary and treasurer.

Washington, D. C.—Printing.—The Globe Printing Co. has been incorporated, with capital of \$2000, by A. L. Lowe, president.

Washington, D. C.—Purchasing.—The Equitable Purchasing Co. has been incorporated, with capital stock of \$25,000 and W. H. Young, president.

MISSISSIPPI.

Hollywood—Cotton-oil Mill.—Tate Bros. will rebuild their cottonseed-oil mill reported burned at a loss of \$50,000.

Kosciusko—Cotton Mill.—The Kosciusko Cotton Mills (previously reported) has awarded contract at \$35,000 for erection of its factory building and warehouse; contract for operatives' cottages has also been awarded; Walter Burgess, secretary.

Starkville—Cotton-oil Mill and Ice Factory.—The Starkville Cotton Oil Co. has been organized, with capital stock of \$30,000, for the establishment of a cottonseed-oil mill and ice factory. Address W. C. Welborn, secretary.*

MISSOURI.

Carthage—Zinc and Lead Mines.—The Penn Zinc & Lead Mining Co. has been incorporated, with capital stock of \$20,000, by

J. P. Jackson, L. E. Reber, F. E. Foss, all of State College, Pa., and others.

Carthage—Mining.—The Opal Wonder Mining Co. has been incorporated, with capital stock of \$40,000, by C. B. Gammon, V. E. Hall, Julius Postal and others.

Caruthersville—Lumber Company.—Chartered: The Riverside Lumber Co., with capital stock of \$10,000, by J. P. Graham, J. E. Franklin and A. S. Russell.

Greighton—Clay Company.—The Greighton Clay Co. has been incorporated, with capital stock of \$5000, by L. E. Chamberlin, W. A. Wade, T. J. Miller and others.

Joplin—Lead and Zinc Mines.—Chartered: The Paxton Zinc Mining Co., with capital stock of \$100,000, by James Mix, James Meyers and Henry Meyers.

Joplin—Lead and Zinc Mines.—The Chitwood Lead & Zinc Co. has been incorporated, with capital stock of \$10,000, by C. W. Somers, J. F. Kilfoyl, W. P. Clemenshaw and others.

Joplin—Coal Company.—Chartered: The D. C. Wise Coal Co., with capital stock of \$10,000, by D. C. Wise, J. F. Wise, B. F. Hobart and others.

Joplin—Mining and Milling.—The Oregon Mining & Milling Co. has been incorporated, with capital stock of \$30,000, by E. P. Thompson, J. A. McMeekin, J. P. Mead and others.

Kansas City—Mining.—The Mohawk Mining Co. has been chartered, with capital stock of \$25,000, by Frank A. Strickland, Milton H. Sosee, Andrew Howen and others.

Kansas City—Laundry.—Chartered: The Faultless Hand Laundry Co., with capital stock of \$5000, by T. T. Crittenden, Jr., B. H. McGarvey, L. S. Banks and others.

Kansas City—Mining.—Chartered: The Current River Mining Co., by W. N. Marshall, George Bolen, C. D. Grant and others, with capital stock of \$5000.

Kansas City—Engineering and Construction Company.—Chartered: The American Engineering & Construction Co., with capital stock of \$10,000, by G. K. Musselman, G. B. Barclay and G. H. Griffin.

Kirksville—Mining.—The Midland Coal Mining Co. has been incorporated, with capital stock of \$100,000, by W. C. Ferguson, I. W. Read, Geo. M. Seward and others.

La Grange—Button Company.—J. N. Hagood, John G. Farmer, F. S. Hagood and others have incorporated the La Grange Pearl Button Co., with capital of \$3000.

Molite—Flour Mill.—James T. Baker will change his flour mill from burr to roller system; three double rolls and other machinery will be installed; capacity thirty barrels.

Neosho—Ice Factory.—Adolphus Bush, Ed Haas, Arnold Nicoud and others have incorporated the Neosho Ice Co., with capital stock of \$30,000, for establishment of a 20-ton ice plant.

Nevada—Candy Works.—The Dempsey Candy Works Co. has been incorporated, with capital stock of \$5000, by A. C. Dempsey, George J. Gordon, W. E. Clark and others.

Savannah—Canning Company.—The Savannah Canning Co., with capital stock of \$5000, by I. R. Williams, W. G. Hine, W. B. Limerick and others.

St. Joseph—Refrigerating Plant.—George W. Chase & Son have awarded contract for a three-ton refrigerating plant.

St. Louis—Lead Mines.—The Kentucky Lead Co. has been incorporated, with capital stock of \$4000, by R. M. Foster, W. C. Donk, Charles Dexter and others.

St. Louis—Sign and Painting Company.—Chartered: The Nager Sign & Painting Co., by J. J. Nager and others; capital stock \$10,000.

St. Louis—Lumber Company.—The Pendergast Lumber Co., with capital stock of \$10,000, by James Pendergast, James S. Dowling, William Pendergast and others.

St. Louis—Lumber Company.—The Banner Lumber Co. has been incorporated, with capital stock of \$25,000, by John E. Mink, Robert L. McLaran, J. W. Young and J. B. Taylor.

St. Louis—Zinc Mines.—The Boston-St. Louis Zinc Co. has been incorporated, with capital stock of \$1,200,000, by George C. Campbell, R. L. Little, W. T. Mason and others.

St. Louis—Hat Company.—Chartered: The A. Daust Hat Co., with capital stock of \$100,000, by A. Daust, Morris Jacobs and I. B. Jacobs.

St. Louis—Trading Company.—Chartered: The National Trading Co., with capital stock of \$5000, by Preston S. Donoho and others.

St. Louis—Mattress Company.—Chartered: The Stewart Mattress Co., with capital stock of \$25,000, by I. N. Stewart, John R. Williams, W. S. Thomas and others.

Webb City—Zinc Company.—The Tulare

Zinc Co. has been incorporated, with capital stock of \$50,000, by R. P. Haldeman, F. P. Clements and E. E. Adams.

NORTH CAROLINA.

Asheville—Water-power Development.—T. W. Weaver, T. F. Davidson, James L. Wagner, T. W. Raoul, J. H. Lougle and A. B. Williamson have incorporated the W. T. Weaver Power Co. to develop electrically the power of the French Broad river; 200 acres of land have been purchased; dam will be six feet high, the canal 1250 feet long, with a head of fourteen feet, capable of supplying 54,000 cubic feet of water per minute. It is said that 2100 horse-power will be developed now, and probably 2500 later.

Carthage—Brownstone Quarries.—The Carthage Brownstone Co., previously reported as incorporated, has completed its organization with James H. Jackson of Augusta, Ga., president; C. A. Douglass of Washington, D. C., secretary, and J. T. Dudley of Bennettsville, S. C., treasurer. Company has purchased 451 acres of brownstone lands near Carthage and will develop it.

Carthage—Furniture Company.—Chartered: The Carthage Furniture Co., for manufacture of all kinds of furniture, by J. G. Downing, D. A. McDonald, W. D. May, W. J. Adams and others; capital stock to be not less than \$4000 nor more than \$10,000.

Durham—Cotton Mill.—The Golden Belt Manufacturing Co. (manufacturer of tobacco bags) proposes to erect a \$350,000 mill during the spring for manufacture of sheetings; 15,000 spindles and 400 looms will be installed. Orders for machinery have been placed. Contract for erection of buildings awarded to C. H. Norton at \$150,000. A reservoir 200x60 feet will also be built.

Elkin—Cotton Mill.—H. G. Chatham will build a 10,000-spindle cotton mill at a cost of \$200,000 adjacent to the woolen mill of the Chatham Manufacturing Co., of which he is treasurer.

Fayetteville—Paint Factory.—The National Manufacturing Co. is installing a complete line of paint machinery.*

Fayetteville—Electric-power plant.—J. W. McNeill has received franchise for building an electric railway, and will generate power by water on Big Rockfish creek; company will be organized.

Gastonia—Sash, Door and Blind Factory.—L. L. Jenkins has purchased the sash, door and blind factory of the Beal Manufacturing Co., and will reorganize the company and probably enlarge the plant.

Greensboro—Clothing Company.—The Vanstory Clothing Co. has been incorporated to succeed the Vanstory Clothing Co. recently burned out; capital stock \$25,000; C. M. Vanstory, W. G. Baisley, T. L. McLean and others, incorporators.

Hickory—Cotton Mill.—E. L. Shuford and Abel Shuford of Hickory, E. W. Holbrook and Henry Holbrook of Springvale, Maine, and others have incorporated the E. L. Shuford Manufacturing Co., with capital stock of \$135,000, for operation of cotton mill on Rowe's shoals, near Hickory; this is the Springvale (Maine) cotton mill which was reported in December to be removed to Hickory by E. L. Shuford, and full particulars regarding the plant have been given.

Lincolnton—Ice Factory and Laundry.—W. W. Motz will erect ice factory, as reported last week, and will later put in laundry machinery.

Morganton—Electric-light Plant.—The city has installed a 125-horse-power engine to increase the power of its electric-light plant. Address "The Mayor."

Oxford—Furniture Factory.—The furniture factory lately reported as organized with capital stock of \$20,000 has been incorporated as the Oxford Furniture Co., with S. W. Parker, president; Jos. A. Webb, secretary and general manager, and C. J. Cooper, treasurer. Address the secretary.*

Roxboro—Planing Mill.—W. A. Carver of Roxboro and R. W. Marrie of Lynchburg, Va., will build a planing mill near Roxboro.*

Salisbury—Cotton-tape Factory.—A cotton-tape factory will probably be established. Address J. W. Neave.*

Statesville—Cotton Mill.—Efforts will be made for the organization of a \$100,000 stock company to build a cotton mill. Those interested are G. H. Brown, N. B. Mills, F. A. Sherrill, M. W. Hill and others.

Statesville—Furniture Factory.—J. G. Shelton, lately reported to establish a furniture factory, has awarded contract for erection of two buildings, each two stories, 50x100 feet, to be covered with corrugated iron.

Troy—Cotton Mill.—The Capelsie Cotton Mills, lately reported as incorporated, has a capital stock of not less than \$25,000 nor more than \$150,000; company will manufacture cot-

ton and woolen goods, also weave, spin, dye, bleach, etc.

Weldon—Machine Shop and Woodworking Factory.—H. A. Mims will establish a machine shop and woodworking factory.

Wilmington—Phosphate Mines, Fertilizer Factory, etc.—A company with capital stock of \$200,000 is being organized to operate the Castle Hayne phosphate mines, and will also erect large fertilizer factory. A new plant will be built at the mines, including additional boilers and another 100-horse-power engine. The Hanover Land & Improvement Co. can give information.

Wilson—Tobacco Factory.—The Eastern Tobacco Co. has been incorporated, with capital stock of \$10,000, with privilege of increasing to \$50,000, by R. G. Bliggs, C. M. Fleming and S. B. Rierison, to deal in and manufacture tobacco.

Winston—Brick and Tile Works.—The Winston Brick & Tile Co. has been incorporated by W. T. Carter, J. A. Efrd, F. C. Brown and others to manufacture brick, tile, etc.; capital stock \$13,000.

SOUTH CAROLINA.

Anderson—Cotton Mill.—The Anderson Cotton Mills, lately reported to increase its capital stock, has done so for the purpose of installing 18,000 spindles.

Cheraw—Lumber Plant.—Macfarlan Bros. have purchased 5200 acres of timber lands, and are establishing a lumber plant.

Columbia—Cotton Mills.—The Columbia Mills Co., operating 24,000 spindles, has completed additional building and is installing 14,000 additional spindles. It is the purpose of the company to proceed with the extension of the property until it has 60,000 spindles, equivalent to a 400,000-spindle printing-loom mill.

Easley—Gas Company.—Wm. P. Waterhouse and S. L. Bessemer of Beaufort have incorporated the Acetylene Gas Lighting Co., with capital stock of \$5000.

Easley—Cotton Mill.—The Easley Cotton Mills has been incorporated, with capital stock of \$200,000, with privilege of increasing to \$450,000. J. M. Geer is president, and W. M. Hagood, vice-president.

Eutawville—Lumber and Crosstie Plant.—The Standard Yellow Pine Co., lately reported incorporated, will manufacture lumber and crossties; company has 18,000 acres of yellow-pine lands, and will shortly have two mills in operation near Eutawville; Chas. Heard, president and general manager, Augusta, Ga.; company's headquarters are at Charleston, S. C.

Gaffney—Foundry and Machine Works.—The Cherokee Foundry and Machine Works has been incorporated, with capital stock of \$5000, by J. A. Carroll, president; J. Q. Little, vice-president; W. C. Sarratt, secretary-treasurer.

Greenville—Mercantile.—Chartered: The People's Store, with capital stock of \$4000, by J. N. Stewart and others.

Hartsville—Hotel Company.—Chartered: The Hartsville Hotel Co., with capital stock of \$5500, by J. W. Davis, M. S. McKennon, I. J. Lawton and others.

Honea Path—Cotton Mill.—J. A. Brock of Anderson, C. E. Harper, T. H. Brock, J. F. Shirley, J. F. Monroe and others of Honea Path are the incorporators of the Wilnot Cotton Mills, lately reported as organized with capital stock of \$200,000.

Kirkwood—Electric-light Plant and Water-works.—It is reported that water-works and electric-light plant will be constructed. Address P. O. Camden.

Laurens—Furniture Factory.—The Laurens Furniture Co. has been incorporated, with capital stock of \$25,000, by E. H. Wilkes, J. R. Minter and P. A. Simpson.

Prosperity—Stock Company.—The Prosperity Stock Co. has been incorporated, with capital stock of \$10,000, by J. L. Wise and Allen G. Wise.

Spartanburg—Street Paving.—It is probable that the city will issue the proposed \$20,000 of bonds for street-paving purposes; Arch. B. Calvert, mayor.

Spartanburg—Cotton-oil Mill.—The Fair Forest Oil Mill Co. has increased its capital stock from \$10,000 to \$20,000.

Wellford—Cotton Mill.—A stock company will be organized, with capital of \$200,000, for building a 10,000-spindle mill; \$100,000 has been subscribed. Address T. E. Moore, who is interested.

Woodruff—Cotton Mill.—E. A. Smyth of Pelzer, L. W. Parker and B. M. Lanford of Greenville, W. W. Simpson of Woodruff and others are organizing a \$250,000 stock company for establishing a cotton mill.

Yorkville—Mercantile.—Chartered: The I. B. Gordon Mercantile Co., with capital stock of \$4000, by Irvin B. Gordon and others.

TENNESSEE.

Bristol—Shoe Company.—John L. Davis of Knoxville, John W. Alderson, T. G. Alderson and Jos. L. Kelly of Bristol have incorporated the Davis-Alderson Shoe Co. to conduct general shoe business; capital stock \$10,000.

Chattanooga—Brick Plant.—The Southern Paving Co. has been incorporated to manufacture brick, with capital stock of \$100,000, by A. B. Smith, L. A. Barber, J. C. Jordan, F. M. Staunton and others, all of Charleston, W. Va.

Chattanooga—Iron-ore Mines.—John G. Rawlins, John Skipper and others have leased iron-ore lands near Chattanooga and will develop, constructing necessary tramways, etc.

Chattanooga—Manufacturing.—The E. S. Dewees Manufacturing Co. has been incorporated, with capital stock of \$20,000, by S. T. Dewees, E. E. Dawe, P. A. Smith and others.

Chattanooga—Corrugating Plant.—The Wheeling (W. Va.) Corrugating Co. will establish branch works at Chattanooga, and may possibly later on enlarge the plant or build a new one outright.

Cleveland—Water-works.—The Cleveland Water Co. will put in 5000 feet of 10-inch cast-iron pipe; W. W. Cunningham, manager.*

Cumberland Gap—Woolen Mill.—A. B. Kesterson will add \$10,000 worth of new machinery to his woolen mill.

Dunlap—Saw-mill, etc.—H. M. Alexander and T. J. Sullivan will establish saw-mill, and later on add planer and shingle machine.

Gallatin—Water-works.—The city will, it is reported, receive new bids for water-works; estimated cost \$40,000; W. G. Kirkpatrick, engineer, Jackson, Miss.

Harriman—Cotton Mill.—W. B. Crinkley and associates, previously reported as to establish a cotton mill, have, it is said, purchased three-story building and will install a \$150,000 plant.

Knoxville—Iron Furnace.—Charles Peters of Ironton, Ohio, has written Henry Maxwell, secretary of the Chamber of Commerce, that he will move an iron furnace to Knoxville and invest \$30,000 provided Knoxville citizens will raise \$100,000.

Knoxville—Cotton Mill.—The company lately reported to be organized with capital of \$250,000 for erection of 10,000-spindle cotton mill has completed its organization as the Knoxville Cotton Mills, with C. M. McGhee, president; Lawrence D. Tyson, vice-president and general manager; C. T. Leonard, secretary and treasurer; site 300x400 feet has been purchased. Address vice-president and manager for further particulars.

Nashville—Building Company.—The Bush Building Co. has been incorporated to do general contracting work by T. L. Herbert, W. B. Herbert, W. B. Sneed and others; capital stock \$25,000.

Nashville—Drug Company.—Chartered: The Southern Pharmaceutical Association, with capital stock of \$20,000, for manufacture of drugs, etc., by E. B. Davis, J. McGray, Jr., J. S. Burns and others.

Nashville—Ice and Cold-storage Plant.—The William Gerst Brewing Co. will, it is said, establish an ice depot and cold-storage plant.

Newport—Cotton Mill.—J. L. Erwin of Burlington, N. C., has purchased the Newport (Tenn.) Cotton Mills, 122 looms, for \$20,000, and will improve and operate it, installing additional spindles, etc.; building is four stories, 170x75 feet.

Yellow Springs—Woolen Mill.—Kesterson & Wright will add \$10,000 worth of new machinery to their woolen mill; present capacity 240 spindles and six looms.

TEXAS.

Amarillo—Mercantile.—Chartered: The Amarillo Mercantile Co., with capital stock of \$20,000, by John S. Callaway and others.

Belton—Cotton Mill.—George W. Taylor, T. W. Cochran, W. T. J. Hartwick, J. Z. Miller, Jr., and others have organized the Belton Cotton Mills for erection of the cotton mill previously reported; capital stock \$100,000.

Denison—Cotton Mill.—A company has been organized, with W. B. Munson, president; H. Brooks, vice-president, and B. M. Seward, secretary and treasurer, to complete the equipment of the proposed Denison Cotton Mills and to put it in operation. New machinery has been purchased and added to the plant, which will have a capacity for 50,000 spindles, starting, however, with 15,000. Will manufacture yarns only. J. A. Smith of Bessemer City, N. C., was the promoter of the enterprise. Capital stock is \$100,000.

Dodd City—Wagon Factory.—Efforts will be made for the establishment of a wagon factory. Address J. C. Welch.*

Fort Worth—Ice and Refrigerating Plant.—J. V. Goode has contracted for a 40-ton ice and refrigerating plant.

Glen Flora—Cotton-oil Mill.—H. J. Bolton and R. H. D. Sorrell of Wharton and Hood & Martin of Glen Flora have incorporated a \$150,000 company for the establishment of three cottonseed-oil mills at different towns. Address H. J. Bolton, Wharton, Texas.

McKinney—Cotton Mill.—Efforts are being made for the organization of a \$100,000 company to build a cotton mill; \$30,000 has been subscribed. Address J. M. Pearson.

Mexia—Oil and Cotton Company.—The Munger Oil & Cotton Co. has amended charter, increasing capital stock to \$100,000.

Mineola—Electric-light Plant.—Walter Newton of Jacksonville, Fla., has purchased and will operate the Mineola electric-light plant.

Pledger—Cotton-oil Mill.—H. J. Bolton, R. H. D. Sorrell of Wharton and Hood & Martin of Glen Flora have organized a \$150,000 stock company for the establishment of three cottonseed-oil mills at different towns.

Sherman—Lead Mine.—Charles Crenshaw is developing lead mines near Sherman.

Tyler—Flour Mill.—H. M. Smith is putting new machinery in his flour mill.

Waco—Bridge.—The city will hold an election on April 28 to decide the issuance of \$50,000 of bonds as part payment for construction of \$100,000 bridge across Brazos river, as reported lately. Address J. N. Gallagher, county judge.

Wharton—Cotton-oil Mill.—H. J. Bolton, R. H. D. Sorrell of Wharton and Hood & Martin of Glen Flora have organized a \$150,000 stock company for the erection of three cottonseed-oil mills at different towns.

VIRGINIA.

Amsterdam—Electric-light Plant.—C. M. Nalls is installing a 90-light electric dynamo; contract awarded.

Buena Vista—Electric-light Plant.—W. A. Joiner and V. O. Brown of Montezuma, Ga., are investigating with a view of establishing an electric-power plant at Buena Vista.

Clifton Forge—Railroad Machine Shops.—The Chesapeake & Ohio Railroad Co. will enlarge its Clifton Forge shops to enable it to turn out from one to two box cars per day; G. W. Stevens, general manager, Richmond, Virginia.

Crimora Station—Power Plant.—C. H. Harman, president of the Crimora Manganese Co., has purchased the flour mill of J. Lee Kolner, and will convert it into a power-house, installing dynamos to operate the machinery at the manganese mills.

Elkton—Flour Mill.—W. H. Marshall will rebuild his flour mill burned several months ago; building will be three stories, 30x52 feet, capacity forty barrels.

Emporia—Electric-light Plant, Water-works, etc.—Bill has passed the legislature authorizing the city to issue \$35,000 of bonds for construction of water-works, sewerage system, electric-light plant and street paving. City will hold an election to decide the issuance of these bonds. Address W. Samuel Goodwyn.

Harborton—Fertilizer Factory.—W. B. Wescott has purchased the fertilizer factory of A. J. Morse, and will operate it.

Herndon—Telephone Company.—Bill has passed the legislature incorporating the Herndon & Leesburg Telephone Co.

Lynchburg—Paper-box Factory.—The Lynchburg Paper Box Co., whose plant was lately reported burned, has ordered entire new plant with capacity of 10,000 boxes per day.

Lynchburg—Fertilizer and Tobacco Factory.—James L. Lewis is president and general manager; William D. Johns, D. B. Ryland, R. S. Jones and J. W. Jamerson are incorporators of the Lewis-Johns Manufacturing Co., reported last week.

Lynchburg—Water-wheel and Pump Works.—William Hurt is president; N. D. Eller, vice-president, and A. M. Campbell, secretary and treasurer, of the Taylor Manufacturing Co., reported last week incorporated to manufacture water-wheels, etc.

Manchester—Acetylene Gas, etc., Plant.—It was recently reported that E. S. Turner of New York had received franchise to establish plant in Manchester for manufacture of acetylene gas and to furnish light, heat and power by electricity. The Manchester Light, Heat & Power Co. has been organized for the purpose with A. L. Adamson, president; A. J. Daffron, treasurer; George E. Gray and others.

Norfolk—Cotton-yarn Mill, Oil Mill, etc.—The Cotton Oil & Fiber Co. has completed its plant for the manufacture of cottonseed oil, capacity daily 120 tons of cottonseed,

and can be utilized for the production of linseed and peanut oil also, and there is a refinery for crude oil, capacity 300 barrels daily; also in connection is a cotton-spinning mill of capacity for 5000 pounds of yarn daily, and this mill will consume all the short staple coming from the seed used in the oil department. About \$400,000 has been invested in this plant. The commencement of work on this plant was reported last summer as inaugurated by the Fidelity & International Co. The Cotton Oil & Fiber Co. will own and operate the plant. Its offices are in Norfolk and Philadelphia, Pa. Can be addressed in Philadelphia care of Land Title & Trust Co. The directors include Jas. Pollock, W. W. Gibbs, C. A. Furbush, E. R. Watson and Clayton McMichael of Philadelphia, Geo. M. Coffin of New York, Frank J. Dunham of New York and others.

Norfolk—Electric-light and Power Plant.—The Norfolk Electric Light & Power Co., previously reported incorporated, has been granted franchise and will establish a \$300,000 plant. Address W. D. Pender, vice-president.

Portsmouth—Knitting Mill.—A hosiery mill will be established to employ 100 operatives. Names of interested parties will be announced later.

Richmond—Shipbuilding Plant.—Chamblin & Scott, operating boiler works and machine shops, propose to extensively enlarge their works with shipbuilding facilities.

Roanoke—Fertilizer Company.—The Roanoke Fertilizer Co. has been incorporated, with T. A. Kirby, president; J. F. West, vice-president; W. T. Doosing, secretary and treasurer; capital stock \$25,000.

Waynesboro—Canning Factory.—A canning factory may be established. Address F. M. White.*

WEST VIRGINIA.

Charleston—Electric Power-house.—The Charleston Street Railway Co. will build a duplicate power plant.

Charleston—Boiler and Iron Works.—The Charleston Boiler & Foundry Co., lately reported as incorporated, succeeds the Charleston Boiler, Foundry and Sheet Iron Works (H. Barton, proprietor); E. Polsue, president.*

Chester—Light and Power Company.—The Chester Light & Power Co. has been incorporated, with capital stock of \$200,000, by C. A. Smith of Pittsburgh, Pa.; A. G. Mason, W. L. Smith of East Liverpool, Ohio, and others.

Clarksburg—Undertaking Company.—Chartered: The Stealey-Osborn Undertaking Co., with authorized capital of \$50,000, by Edward L. Stealey and others.

Dunmore—Telephone System.—The Pocahontas Telephone Co. has been incorporated to construct telephone line from Marlinton to Repose by H. M. Moore, Samuel Shidder, B. F. McElrose and others; capital \$1000.

Harper's Ferry—Power Company.—The Harper's Ferry Power Co. has been organized for construction of an electric railroad, and will build power-house, etc. Address Powell Evans, Philadelphia, Pa., who is interested.

Martinsburg—Electric-light and Power Plant.—Sprague Bishop, representing the Bishop Electric Light & Power Co., has applied for franchise to erect and conduct an electric-light and power plant; underground wires will probably be used.

Morgantown—Bridge and Improvement Company.—The Morgantown Bridge & Improvement Co. has been incorporated, with authorized capital of \$250,000, for the improvement of real estate, construction of sewers, bridges, etc., by I. G. Lazzelle, S. S. Wade, J. W. Wiles and others.

Parkersburg—Petroleum Company.—The Western Petroleum Co. has been incorporated, with authorized capital of \$100,000, by B. D. Spilman, H. P. Camden, Robert G. Stiles and others.

Racine—Stave Mill.—The Coal River Stave Co. has organized, with W. B. Clarkson, president; Noble Beatty, secretary and treasurer, for establishment of a large stave mill.

West Virginia—Oil Wells.—The Lost Run Oil & Gas Co. has been chartered, with capital stock of \$150,000, for the development of 300 acres of oil lands in the Hendershot fields of West Virginia. George P. Robinson is president; George C. Boardman, vice-president; Clarence E. Davis, secretary and treasurer, all of Washington, D. C.

Wheeling—Steel Company.—The True Steel Co. has been incorporated, with authorized capital of \$5,000,000, by James N. Vance, John D. Culbertson, Frank J. Hearne and others to conduct an iron and steel manufacturing business.

Wheeling—Supply Company.—The Southern Supply Co. has been incorporated, with capital stock of \$100,000, by E. E. Williams, F. C. Stum of Philadelphia, Pa., J. A. Howard of Wheeling and others.

BURNED.

Arcadia, Fla.—J. L. Jones' steam laundry. Hollywood, Miss.—Tate Bros' cottonseed-oil mill; estimated loss \$50,000.
 Jacksonville, Fla.—McMurray & Baker's carriage factory; estimated loss \$20,000.
 New River, Va.—The Tremont Hotel, owned by Mrs. W. A. Mavener; estimated loss \$1500.
 Raleigh, N. C.—Tobacco factory and warehouse of J. E. Pogue; estimated loss \$30,000.
 St. Louis, Mo.—Woods & Downs' box factory; estimated loss \$10,000.

BUILDING NOTES.

Atlanta, Ga.—Office Building.—T. Jefferson Coolidge, Jr., president of the Old Colony Trust Co., Boston, Mass., will soon begin work on his 14-story office building in Atlanta, and will, it is reported, build another large office structure as soon as the first building is completed.
 Augusta, Ga.—Hotel.—J. B. White has had plans prepared by W. F. Denny for the erection of a five-story brick and stone hotel 260x275 feet, to have electric lights, steam heat, electric elevators, etc., and cost \$350,000.
 Baltimore, Md.—Dwellings.—T. Milton Jones will build 140 dwellings at a cost of \$70,000.
 Birmingham, Ala.—Fire Station.—W. S. Davis & Son have received contract for erection of the new fire station on South Highlands.
 Branchville, S. C.—Warehouse.—R. Pearlstone & Sons will build a large warehouse of wood, with steel siding and roof, may be single or two-story, size 30x150 feet.*
 Charleston, W. Va.—Dwellings.—The Mar-nut-Smith Coal Co. has awarded contract for building thirty-five dwellings.
 Charlotte, N. C.—College.—The Presbyterians have raised \$50,000 for erection of college for women. Architects can correspond with Wm. Anderson, secretary of committee on design.
 Florence, S. C.—Business Building.—John Kuter has had plans made for his business building recently reported, to be three stories, of brick.
 Florence, S. C.—Store Building.—I. Sulzbacher & Son will build large store building.
 Florence, S. C.—Store Building.—O. S. Ellis will build two blocks of stores, one-story each.
 Huntsville, Ala.—Stores Building.—Oscar Goldsmith will erect two-story brick block of five stores.
 Lafayette, La.—School.—Trustees of Louisiana Southwestern Industrial Institute propose issuing \$30,000 of bonds for construction of buildings and other conveniences. Address Chas. D. Caffery.
 Lynchburg, Va.—Bank Building.—The Lynchburg Savings & Trust Co. will erect new bank building.
 Millen, Ga.—Hotel.—A brick hotel will be erected. Address W. T. Godbee.
 Ocean City, Md.—A. H. Bieler, Baltimore, has prepared plans for a two-story, 32-room hotel for Mrs. Margaret Vandergrift of Ocean City.
 Paducah, Ky.—Lodge Building.—The Odd Fellows are having plans made for \$20,000 building.
 Pine Bluff, Ark.—Telephone Exchange Building.—C. L. Thompson of Little Rock is preparing plans for the exchange building to be erected in Pine Bluff by the Southwestern Telegraph & Telephone Co. at a cost of \$20,000, to be a two-story structure of pressed brick, stone and terra-cotta, fireproof and have electric lights, gas, electric fixtures, etc. As soon as plans are completed bids will be called for.
 Port Arthur, Texas.—School.—Plans of Nevins & Hill of Houston have been accepted for the proposed \$10,000 school building at Port Arthur.
 Princess, Ky.—Residence.—E. N. Strack will erect a \$10,000.
 Raleigh, N. C.—School.—Sealed proposals for erection of new Wiley school will be received until March 12 by the Raleigh township school committee; certified check for \$100 is required and bond of \$5000. Plans may be obtained of the architects, Pearson & Ashe; usual rights reserved; A. M. Powell, chairman.
 Richmond, Va.—Passenger and Power Plant. Architects Noland & Baskerville will prepare plans for the proposed building of the Richmond Passenger & Power Co., lately reported; building will be used as general offices, etc. Address Andrew Pizzini, Jr., 909 Bank street, for particulars.
 Roanoke, Va.—College Building.—The Na-

tional Business College will erect a three-story building.

Rock Hill, S. C.—College.—Winthrop Normal and Industrial College has accepted plans by Frank P. Milburn of Charlotte, N. C., for the proposed new east dormitory; contract will be let about April 20; cost of building \$50,000; D. B. Johnson, president.

Waco, Texas.—Courthouse and Jail.—The city will hold an election on April 28 to decide the issuance of \$250,000 of bonds for rebuilding courthouse and jail lately reported. Address J. N. Gallagher, county judge.

Wilmington, N. C.—Building.—H. J. Gerken, W. S. Johnson, W. A. French, Jr., Thos. H. Wright and others have incorporated the Elks Corporation Co., with capital stock of \$50,000, for erection of an Elks Home, to be three stories and basement, 32x100 feet.

Winchester, Va.—City Hall.—C. H. Miller of Harrisburg, Pa., has received contract at \$48,252.18 for erection of the new city hall at Winchester.

Winchester, Va.—Masonic Temple.—Hiram Lodge of Masons has accepted plans of Frank H. Jackson of Washington, D. C., for erection of a three-story temple. Bids will be called for at once.

Yazoo City, Miss.—Library Building.—Mrs. F. J. Ricks will build a \$30,000 public library building.

RAILROAD CONSTRUCTION**Railways.**

Augusta, Ga.—A charter has recently been granted a company called the Augusta, Sienna & Ochre Railroad, which, it is understood, is to be built to reach deposits of sienna and ochre in Southeast Georgia.

Augusta, Ga.—It is reported that the Georgia Railroad Co. is considering the operation of its line with electric motors, which will be used to haul passenger trains between Washington and Barnett, Ga. Thomas K. Scott at Augusta is general manager.

Baltimore, Md.—A report is current that the Baltimore & Ohio Railroad has made surveys with the idea of constructing a tunnel near Ellicott City. J. M. Graham at Baltimore is chief engineer.

Baltimore, Md.—It is stated that the Baltimore & Lehigh Railway Co. has purchased 5000 tons of 70-pound rail to be used in changing its line from narrow to standard gauge. It is understood that the work of rebuilding the road is to begin immediately, and that it will be completed about September 1. John Wilson Brown at Baltimore is president of the company.

Broadway, Va.—A bill is pending in the Virginia legislature to incorporate the Brock's Gap Railway Co. to build a railroad from Broadway, in Buckingham county, through Brock's Gap to a point in Hardy county, West Virginia.

Charleston, S. C.—It is announced that the Chattanooga, Augusta & Charleston Railway Co. is to begin work upon its proposed line between Charleston and Augusta as soon as the section of the Seaboard Air Line between Cheraw and Columbia is completed, which will be about April 1.

Cherry Run, Md.—It is stated that the Philadelphia & Reading Railroad Co. has determined to build a line between Cherry Run and Shippensburg, Pa., to give it a connection with the Baltimore & Ohio independent of the Western Maryland. Surveys have recently been completed. H. K. Nichols of Philadelphia, Pa., is chief engineer of the company.

Clifton Forge, Va.—It is stated that the Chesapeake & Ohio Railroad Co. has decided to build an additional track in the suburbs of the city to facilitate the handling of freight trains. F. W. Cabell at Richmond is engineer of maintenance of way.

Columbia, Fla.—George L. Drew, president of the Drew Lumber Co., writes the Manufacturers' Record that this company is interested in the Suwannee & San Pedro Railroad, which is to be built from Live Oak to Stevensville, on the Gulf of Mexico, with a branch to Perry, in Taylor county. The line from the Suwannee river to the Gulf will be about sixty miles long. The lumber company will grade this line, also furnish the necessary rolling stock, making the freight cars at its plant at Columbia, Fla.

Columbus, Ga.—The Central of Georgia Railway Co. has decided to lay about twenty miles of its line in Alabama with 80-pound rail. J. T. Johnson at Columbus, Ga., is superintendent.

Corsicana, Texas.—The plan to build the Corsicana & Southeastern Railroad has been revived by F. C. Hand of Corsicana and others. It is understood that New York capitalists have become interested in the scheme.

Crowley, La.—A report is current that the management of the Kansas City, Pittsburg & Gulf Railroad is considering an extension to Crowley, and that surveys may be made as soon as the company is reorganized.

Denison, Texas.—It is announced that the necessary rails have been purchased for the extension of the St. Louis & San Francisco Railroad from Sapulpa to Denison. Messrs. Johnston Bros. & Faught of Sapulpa are the general contractors.

Donaldsonville, La.—It is reported that the Texas & Pacific Railroad Co. is considering the construction of a branch along the Bayou La Fourche to Lockport, La. L. S. Thorne at Dallas, Texas, is vice-president.

Fayetteville, N. C.—J. W. McNeill writes the Manufacturers' Record that the franchise he has secured is for an electric railroad, which will be about twelve miles in length. It is expected to secure the necessary power from Rockfish creek, and about 700 horse-power will be required. The route is through the principal streets of Fayetteville, with extensions aggregating about eight miles to cotton mills in the vicinity. The road will be used to carry freight and passengers when constructed.

Gulf, N. C.—The Durham & Charlotte Railroad has been completed to a point near Star, in Montgomery county, which it is calculated to reach in the near future. It is now in operation between Gulf, in Chatham county, and a point in Moore county, a distance of twenty-three miles. Frank D. Jones at Gulf is superintendent of construction.

Hampton, Va.—D. H. Geddy, R. L. Spencer and others are interested in the Yorktown, Poquosin & Hampton Railroad Co., which has been incorporated by the Virginia legislature. This company is promoting an electric line from Hampton to Yorktown, on the York river, a distance of about fifteen miles.

Harriman, Tenn.—It is reported that the Harriman & Northeastern Railroad extension, recently referred to in the Manufacturers' Record, will be built to a point in Morgan county, where it will reach coal deposits owned by the Harriman Land Co. J. E. Rhodes of Harriman is manager of the railroad company.

Houston, Texas.—Messrs. Ricker, Lee & Co. of Houston have the contract for constructing about twenty-five miles of the extension of the Southern Pacific system in East Texas. N. H. Ricker is at the head of the firm.

Johnson City, Tenn.—It is reported that the extension of the Ohio River & Charleston Railway, now being constructed, will be completed by June 1. It will be about fifteen miles long. A. N. Molesworth of Johnson City is chief engineer.

Marietta, Ga.—The report is again current that arrangements have been made to extend the Atlanta, Knoxville & Northern Railroad from Marietta to Atlanta, as originally proposed. H. K. McHarg, No. 40 Wall street, New York, is president of the company.

Memphis, Tenn.—J. H. Sullivan, superintendent of the Kansas City, Memphis & Birmingham Company, writes the Manufacturers' Record that it is proposed to renew about ten miles of track during the present year with 75-pound rails, which have been ordered. About one mile of extension may also be built.

Pascagoula, Miss.—J. W. Stewart has been elected president; L. N. Dantzer, Jr., vice-president, and C. H. Wood, secretary, of the Pascagoula & Northern Railway Co., which proposes building between Pascagoula and New Albany, a distance of about 200 miles. A correspondent of the Manufacturers' Record writes that this company intends making surveys and securing the right of way immediately, and that Northern capitalists are awaiting the result of the engineer's report.

Portsmouth, Va.—The consolidation of the Port Norfolk and the Portsmouth, Pig's Point & Newport News Railway Co. has been effected. H. L. Maynard of Portsmouth is president, and Gustavus Ober of Baltimore, vice-president. This is the company which proposes building a line from Portsmouth to Pig's Point, on Hampton Roads, opposite Newport News.

Rockland, Texas.—Surveys have been completed for the extension of the Southern Pacific system between Rockland and Nacogdoches, a distance of fifty miles. J. T. Mahl at Houston is engineer.

Shenandoah, Va.—The Shenandoah Furnace Co. of Shenandoah is reported to be interested in the proposed railroad from Grove's Hill to mines in the vicinity recently surveyed.

Sparta, Tenn.—Frank A. Carr of Cleveland, Ohio, is interested in the construction of a railroad from Sparta to Burnside, Ky., a distance of eighty miles.

Sumter, S. C.—It is reported that about

twenty miles of the Northwestern Railroad between Sumter and Camden have been completed.

Sweetwater, Texas.—It is stated that the Panhandle & Gulf Railroad Co., which succeeds the Colorado Valley Railway Co., has decided to extend its line to Red river. Among the principal promoters is J. R. Daugherty and H. C. Hord of Sweetwater.

Thurber, Texas.—It is reported that the Texas & Pacific Coal Co. has determined to build a railroad from Thurber in a southern direction to reach the mineral deposits in Llano, Erath and adjacent counties. The president of the company is Edgar L. Marston, and the directors include Joseph Milbank and A. E. Harris of New York. The company's principal office is at Fort Worth, Texas.

Washington, D. C.—It is reported that the Southern Railway Co. has recently completed surveys from two points on its line to the Catawba river water-power in North Carolina. The extensions aggregate about sixteen miles. W. H. Wells at Washington is chief engineer.

Wheeling, W. Va.—J. A. Miller and Alfred Paul are among those interested in the Wellburg, Bethany & Wheeling Railway Co., formed to build a line from Bethany to Wheeling.

Winnerva, Ark.—Willard E. Winner, one of the promoters of the Northern Central Railroad of Arkansas, writes that the necessary surveys have been completed between Winnerva and Oregon, Ark. Right of way has been secured for fifty miles, as well as a partially constructed roadbed. The road will be built during the present year. The Leavenworth Construction Co. of Kansas City, Mo., in which Mr. Winner is interested, will probably do the work.

Street Railways.

Bristol, Va.—It is stated that the Bristol Belt Railway Line has determined to build several extensions in the town, and that it is back of the plan to build the proposed railway line in the suburbs recently referred to. George L. Carter is mentioned as interested in the project.

Chattanooga, Tenn.—It is announced that the Chattanooga Electric Railway Co. has decided to enlarge its power-house; also to build the proposed extensions to Sherman Heights and Rossville immediately. J. H. Warner is president of the company.

Chattanooga, Tenn.—The Chattanooga Rapid Transit Company has purchased what is known as the Signal Mountain Railroad line from the Chattanooga Company, and it is understood will make a number of improvements as well as several extensions to it. S. W. Divine is president of the purchasing company.

Denison, Texas.—Fred A. Fitch and others of Chicago, it is reported, have purchased the electric street railway, and intend extending it between Denison and Sherman.

Natchez, Miss.—J. C. Shaffer and H. W. Rogers of Chicago and F. S. Mordant of Vicksburg, Miss., it is reported, have become interested in the plan to build a street railroad in Natchez.

New Orleans, La.—It is reported that Loren N. Downs has become interested in the proposed electric railway being promoted by the Orleans & Jefferson Railway Co., and will construct it as soon as possible. It is calculated to complete the line by July 1. The estimated cost is \$350,000. Mr. Downs is president of the Railways Company General of Philadelphia.

Tampa, Fla.—The Tampa Electric Railway Co. has begun to construct additional tracks for its trolley system in the city.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—Charleston Boller & Foundry Co., E. Polse, president, Charleston, W. Va., wants an air compressor.

Belting.—See "Machine Tools."

Belting.—See "Woodworking Machinery."

Belting.—W. A. Carver, Roxboro, N. C., wants belting and other supplies.

Blowers.—"Iron Pipe," care Iron Age, New York, wants two No. 6 or 7 pressure blowers; state price, present location, shipping weight, etc.

Boiler and Engine.—See "Phosphate Plants."

Boiler and Engine.—See "Chair Machinery."

Boiler and Engine.—See "Woodworking Machinery."

Boiler and Engine.—Oxford (N. C.) Furniture Co., J. A. Webb, secretary, wants to buy engine and boiler, 60 to 100 horse-power.

Boilers.—See "Lumbering Equipment."

Boilers.—Phillips Isham, 71 Broadway, New York, wants two tubular boilers, 300 to 400 horse-power each, suitable for small blast furnace.

Boilers.—W. W. Whitehead, Davenport, Iowa, wants large tubular or water-tube boilers.

Boilers and Engine.—T. O. Sharp & Co., Roxboro, N. C., want prices on steam boilers and engines, two to five horse-power.

Boilers and Engines.—Harriet Cotton Mills, W. A. Hunt, secretary, Henderson, N. C., will let contract on March 14 for engines and boilers for its mill, and bids are invited.

Boring and Drilling Machine.—Seneca Falls Manufacturing Co., No. 255 Water street, Seneca Falls, N. Y., wants second-hand horizontal boring and drilling machine, medium to small size.

Box Machinery.—See "Woodworking Machinery."

Brick-kiln.—E. T. Asbury, Charlotte, N. C., wants bids on round down-draught brick-kiln.

Brick Machinery.—J. R. Harris of Belton, S. C., wants brick machinery, 15,000 to 20,000 capacity, new or second-hand.

Canning Machinery.—F. M. White, Waynesboro, Va., wants to correspond with manufacturers of canning machinery.

Canning Machinery.—C. B. Derby, No. 23 West Peachtree street, Atlanta, Ga., wants addresses of manufacturers of canning machinery.

Chair Machinery.—White-Rickel Furniture Co., W. E. White, president, Mebane, N. C., wants a 35-horse-power engine, 40-horse-power stationary boiler, shafting, chair machinery, etc.

Cotton Mill.—R. L. McBryde, secretary Community Cotton Mills, Geneva, Ga., wants to correspond with manufacturers of cotton-mill machinery.

Cotton-mill Machinery.—J. W. Neave, Salisbury, N. C., wants addresses of manufacturers of machinery for making narrow cotton tape.

Crematory.—Sealed proposals will be received by the board of improvement of Newport, Ky., at city engineer's office until March 14 for construction of a garbage-cremation plant. Specifications, blank form of bid and other information may be obtained of B. R. Berton, city engineer.

Distillery.—S. E. Horine, Burkittsville, Md., wants addresses of manufacturers of machinery for manufacture of whiskey.

Dry-kiln.—See "Woodworking Machinery."

Electric-light Plant.—See "Water-works" for Wadesboro, N. C.

Electric-light Plant.—The board of revenue, Birmingham, Ala., will receive bids for \$3000 electric-light plant.

Electric-light Plant.—J. E. Tomlinson, Mena, Ark., wants to buy 600-light capacity in transformers wound for 16,000 alternations, from 25 to 100 lighters, 2000 volts to 104,208; also are lamps to burn on 104 volts alternating current.

Engine.—Dublin (Ga.) Iron Works, W. J. Carter, manager, is in the market for second-hand engine, 150 to 200 horse-power, slow motion.

Engine.—T. O. Sharp & Co., Roxboro, N. C., want to buy a gasoline engine, two, three, four or five horse-power, new or second-hand.

Engine.—See "Saw-mill" below.

Engine.—Clark & Co., Bedford City, Va., are in the market for a 25 to 35-horse-power horizontal engine, automatic.

Engines.—Hoisting engines wanted.—See below under "Hoisting Equipment."

Excelsior Dealers.—W. A. Bates, president Farmers' Gin & Warehouse Co., Atlanta, Ga., wants addresses of dealers in excelsior.

Excelsior Machinery.—Edgar M. Young, Jr., Fredericksburg, Va., wants excelsior machinery and power.

Fencing.—Aug. L. Chappuis, Rayne, La., wants catalogues of iron fencing.

Flour Mill.—James Barker, Gober, Ga.,

wants to correspond with manufacturers of roller-flour-mill machinery.

Gasoline Engine.—See "Engine."

Glass Manufacturers.—Jas. S. Newlin, Varnville, S. C., wants to correspond with glass manufacturers.

Hoisting Equipment.—Farmers' Cotton Oil Co., Farmersville, Texas, wants to lease or buy a hoisting engine and outfit.

Hoisting Equipment.—Combination Engine Co., Pittsburg, Pa., wants two hoisting engines, double cylinders, double or single drums, with or without boilers.

Ice Factory.—Starkville (Miss.) Cotton Oil Co., W. C. Welborn, secretary, will contract at once for complete ice factory.

Ice Machinery.—Frank S. Beaumont, Purity Milk & Creamery Co., Clarksville, Tenn., wants catalogues and information regarding refrigerating and cold-storage machinery.

Ice Plant.—Henry D. Fitch, manager Bowling Green (Ky.) Railway Co., wants estimates on 30-ton ice plant.

Ice Plant.—Allen L. Canfield, Sherman, Texas, is in the market for a five-ton ice plant complete.

Laundry.—J. L. Jones, Arcadia, Fla., wants estimates on steam-laundry equipment, including washers, extractors, dryroom, shirt machine, shafting, etc.

Lumbering Equipment.—Chas. F. Felin, Old York Road and Butler street, Philadelphia, Pa., wants two boilers about eighty horse-power each, one endless chain log jack and second-hand inch pipe for kilns.

Machine Tool.—H. F. McDowell & Son, Pacolet, S. C., want to buy a second-hand power iron lathe to work about three feet long and 12 or 14-inch swing, with cross-feed (not particular about cross-feed).

Machine Tools.—See "Rivet Machines" and "Boring and Drilling Machine."

Machine Tools.—"Buyer," care the Iron Age, New York, wants to buy one drop press twenty-four inches between uprights and one drop press thirty inches between uprights.

Machine Tools.—Kidder Machine Co., Franklin Falls, N. H., wants engine lathe, with modern improvements, forty-two to forty-eight inches, sixteen feet between centers.

Machine Tools.—I. X. L. Steel Overshoot Water-Wheel Co., Lock Box 177, Hanover, Pa., is in the market for one lathe to turn eighteen feet, one lathe to turn ten feet, one planer 30x30 and seven or eight feet, one drill press (radial or other) to take thirty-six inches long, vises, belting, etc.

Machine Tools.—W. B. F. Norris, Gastonia, N. C., wants prices on lathes (small ones) and gear cutters; second-hand preferred.

Mica Machinery.—Vance Bros., Plumbtree, N. C., want to buy a machine for cutting mica washers, size from thirty-one-thirty-seconds of an inch to one and seven-eighths inches. The machine wanted is a screw press and is worked by lever and by hand.

Mining Machinery.—See "Mica Machinery."

Oil Mill.—Starkville (Miss.) Cotton Oil Co., W. C. Welborn, secretary, will place order at once for complete cottonseed-oil mill.

Oil Mill.—C. W. Howard, Lorane, Ga., wants information from makers of cottonseed-oil-mill machinery.

Oil Refinery.—Galveston Cotton Oil & Refining Co., 2126 Strand, Galveston, Texas, will buy necessary apparatus for oil refinery, including tanks and tank cars.

Paint Factory.—National Manufacturing Co., Fayetteville, N. C., is in the market for shafting, pulleys, hangers, steam fittings, etc., for paint factory.

Papier Mache Novelties.—Jos. Bird, Thomasville, N. C., wants the addresses of manufacturers of papier mache novelties.

Pearl-button Manufacturers.—Seymour Simpson, Armour, S. D., Box 334, wants to correspond with manufacturers of pearl buttons.

Phosphate Machinery.—Standard Phosphate & Fertilizer Co., T. W. Oglesby, superintendent, Acme, Fla., is in need of a double steel log washer; also wants an eight-inch sand pump.

Phosphate Plants.—Central Phosphate Co., Ocala, Fla., requires for prompt delivery two horizontal side-crank engines, sixty horse-power each; two tubular boilers, 100 horse-power each; two smokestacks for above; two pumps, diameter of steam cylinder fourteen inches, diameter of water plungers twelve inches, length of stroke twelve inches, suction pipes ten or twelve inches, discharge pipe eight or ten inches; water to be lifted 90 to 100 feet; capacity 900 to 1000 gallons; two tanks, 10,000 gallons each; two phosphate plants, excluding lum-

ber, piping, belting and above machinery, but including washers, crushers, elevators, conveyors, picking belts, screens, pulleys, shafting, hangers, etc. Wants lowest cash price quoted for delivery f. o. b. Hernando, Florida.

Piping.—See "Lumbering Equipment."

Piping.—Cleveland (Tenn.) Water Co., W. W. Cunningham, manager, will probably want 5000 feet of 10-inch pipe (cast iron).

Power Plant.—See "Excelsior Machinery."

Pumps.—See "Phosphate Plants."

Quarrying.—T. O. Sharp & Co., Roxboro, N. C., want machinery for cutting and dressing marble.

Railway Equipment.—Raleigh & Cape Fear Railway Co., Raleigh, N. C., wants to buy a second-hand 16-inch railroad locomotive, either passenger or mogul type, with all modern improvements, four feet eight and one-half inch gauge.

Railway Equipment.—Suwannee & San Pedro Railroad, care Drew Lumber Co., Columbia, Fla., wants new or second-hand standard-gauge locomotive, American type, eight-wheel, wood-burner or convertible, cylinders sixteen inches or seven inches by twenty-four inches, driving wheels fifty-two inches to fifty-six inches diameter, boiler to pass inspection. State steam pressure and give full particulars with specifications and photograph. Tender with capacity about 3000 gallons.

Rivet Machines.—W. F. Robertson Steel & Iron Co., Cincinnati, Ohio, wants about ten rivet machines for making size eight ounce to three-eighths-inch diameter.

Roofing.—R. Pearlstone & Sons, Branchville, S. C., want prices on steel siding and roofing for building 30x150 feet.

Saw-mill.—Isaac Eggers & Co., Beechcreek, N. C., wants a 20-horse-power saw-mill outfit.

Saw-mill.—Henkle & Bidings, Buena Vista, Va., want to purchase engine and saw-mill.

Saw-mills.—O. H. Parker & Co., Anniston, Ala., want two saw-mills complete, one 10,000 to 20,000 and one 40,000 to 60,000 feet capacity, second-hand.

Saw-milling.—W. H. Bradley, Bartow, Fla., desires to let contract and receive proposals to cut, haul and saw several million feet of cypress this season and a like amount next.

Saw-mill Machinery.—See "Woodworking Machinery."

Saw-mill Machinery.—Piedmont Lumber Co., Charlotte, N. C., is in want of a band-saw flier.

Screw Press.—See "Mica Machinery."

Sewerage.—Wm. Baugh, city secretary, Houston, Texas, has postponed until March 12 the date for bids on pumping machinery, sewer work and cast-iron pipe (lately reported). Plans and specifications at office of consulting engineer, 157 Broadway, New York, or at Houston.

Sewerage System.—Sealed proposals for construction of sewerage system at Tacoma Park, Md., will be received until March 21 by George A. Warren, town clerk; contractor to do all work and furnish materials necessary for laying about 9000 linear feet of eight-inch sewer pipe, and the construction of manholes and appurtenances. Each bid must be marked "Proposal for Sewers" and accompanied by certified check for \$500. Specifications and blank proposals may be obtained and plans seen at office of H. A. Pressey, Columbian University, Washington, D. C.; usual rights reserved; S. S. Shedd, mayor.

Shafting.—See "Laundry."

Shafting.—See "Chair Machinery."

Shafting.—See "Woodworking Machinery."

Shafting and Pulleys.—See "Paint Factory."

Shafting and Pulleys.—See "Phosphate Plants."

Soap Machinery.—Joseph Richardson, 735 Equitable Building, Atlanta, Ga., wants addresses of manufacturers of soap machinery.

Steel Pontons.—Sealed proposals in triplicate will be received until March 21 at Mississippi river commission, Fullerton Building, St. Louis, Mo., for furnishing 178 steel pontons. Information furnished on application; Mason M. Patrick, captain, engineers, secretary.

Wagon Machinery.—J. C. Welch, Dodd City, Texas, wants to correspond with manufacturers of wagon machinery.

Washer (Log).—See "Phosphate Machinery."

Water-closets.—Sealed proposals in duplicate will be received at Washington Barracks, District Columbia, until March 30 for constructing water-closets at this port. United States reserves usual rights. Envelopes should be endorsed "Proposals for Water-closet." Information furnished on application to quartermaster.

Water-works.—Sealed proposals for construction of water-works will be received by George A. Warren, town clerk, Tacoma Park, Md., until March 21; contractor to do all work and furnish material necessary for laying water mains, with valves, gates, hydrants, etc., constructing an elevated tank, with supporting tower, and to furnish oil or gasoline engine and pump. Bids will be received separately on engine and pump, tank and tower and pipe system, but it is preferred to include all in one contract. Each bid must be marked "Proposal for Water-works" and accompanied by certified check for \$500. Specifications and blank forms of proposals may be obtained and plans seen at office of H. A. Pressey, Columbian University, Washington, D. C.; usual rights reserved; S. S. Shedd, mayor.

Water-works, etc.—Sealed proposals will be received by the commissioners of the town of Wadesboro, N. C., until March 22 for constructing a system of water-works and electric lights. Plans and specifications, forms, etc., may be obtained from the engineer or town clerk. The bids will be received separately; usual rights reserved; Henry E. Knox, Jr., engineer, Charlotte, N. C.; W. P. Parsons, clerk.

Whiskey Distillery.—See "Distillery."

Woodworking Machinery.—Oxford (N. C.) Furniture Co., J. A. Webb, secretary, wants to correspond with manufacturers of woodworking machinery.

Woodworking Machinery.—A. M. Hewell, Wise, Ga., wants price-lists of machinery for making spokes, handles, rims, etc.

Woodworking Machinery.—J. M. Rainey, Sylacauga, Ala., wants addresses of manufacturers or sellers of machinery for cutting a very thin board one-eighth or less, to be used in manufacture of yarn or hosiery boxes.

Woodworking Machinery.—See "Wagon Machinery."

Woodworking Machinery.—J. Creager & Son, Thurmont, Md., want second-hand machinery, such as 15 or 20-horse-power boiler and engine, planer, jointer, saws, shaper, molding machine, shafting, belting, etc.

Woodworking Machinery.—W. H. Bradley, Bartow, Fla., is in the market for one or two planers, shingle machines and a dry-kiln with capacity of over 10,000 feet per day.

Woodworking Machinery.—Sanford (N. C.) Furniture Manufacturing Co., A. L. McDonald, secretary, will want to purchase woodworking machinery.

TRADE LITERATURE.

Aluminum and Gold Paints.—Recognizing the demands for an aluminum paint which will withstand unusually severe exposure to the weather, a special brand of "Lustragen" has been introduced under the name of "Marine Brand." The merits of this and of "Lustragen" gold paint for inside and outside use are told in leaflets issued by the Frank S. De Ronde Co. The De Ronde Company manufactures these paints in connection with its other numerous products, and will be pleased to send further information to those interested. Address is 54 John street, New York.

Closets for Public Buildings.—It is difficult to understand why architects or builders should ever consider anything but an absolutely automatic fixture for public buildings. More especially is this true in relation to closets. The advantages of an entirely automatic flushing device for closets, that shall yet be simple and absolutely reliable, are evident. Health requires this. These ideas are suggested by the booklet issued by Jas. B. Clow & Sons of Chicago in reference to their "Auto-Jet," a device that they claim is without doubt the finest closet fixture ever put upon the market. Interested builders, architects, plumbers or others are invited to send for full information.

Gas and Gasoline Engines.—For the past few years the Columbus (Ohio) Machine Co. has been conducting an exhaustive series of experiments in regard to gas and gasoline engines. The methods of construction and the principles adopted are the results of these investigations. That the company is working on right lines will be demonstrated by anyone having use for a modern gas engine, constructed in keeping with the movements of this progressive age. The company has presented a special catalogue of its engines, which are built for every purpose wherein any other engine could be utilized. The endeavor is made in the catalogue to show clearly the fundamental principles of each distinct attachment and their relation to each other. The company offers in its engines a motive power that is simple in construction and efficient in results.

ANNUAL REPORT.

OFFICE OF THE WESTERN MARYLAND RAILROAD CO.

BALTIMORE, February 28, 1899.

To the Mayor and City Council of Baltimore

and the Stockholders of the Western Maryland Railroad Co.:

Gentlemen—The following statement of the operations of the road for the year ended September 30, 1899, is respectfully submitted:

	EARNINGS.		Inc. or Dec.
	1899.	1898.	
Freight	\$1,053,413 64	\$829,309 64	Inc. \$124,109 00
Passenger	368,368 23	361,186 85	Inc. 7,179 38
Mails	26,541 46	26,747 35	Inc. 94 11
Express	22,513 85	21,183 40	Inc. 1,327 45
Milk	28,820 05	31,369 43	Dec. 2,500 38
Miscellaneous	35,534 68	28,605 68	Inc. 6,929 00
Total gross earnings	\$1,535,934 91	\$1,298,396 35	Inc. \$137,538 56
	EXPENSES.		Inc. or Dec.
	1899.	1898.	
Conducting transportation	\$559,746 78	\$551,273 55	Inc. \$8,473 23
Maintenance of equipment	133,944 68	141,905 58	Dec. 7,960 90
Maintenance of way and structures	178,946 59	168,184 60	Inc. 10,761 99
General expenses	33,404 15	92,329 13	Dec. 58,924 98
Betterments	3,023 33	6,545 63	Dec. 3,522 30
Total operating expenses	\$909,065 53	\$960,546 79	Inc. \$51,481 26
Taxes	34,550 15	29,584 74	Inc. 4,965 41
Total operating expenses and taxes	\$1,003,615 68	\$990,131 53	Inc. \$13,484 15
Net earnings from operation	\$532,319 23	\$408,264 82	Inc. \$124,054 41
Ratio expenses to earnings	65.34 p. c.	75.50 p. c.	Dec. 5.45 p. c.

The earnings from business of the Company upon the tracks of other roads in Baltimore are not included in the above statement, they being absorbed by the charge for trackage. The operations of the Main Line, Baltimore & Harrisburg, Baltimore & Cumberland Valley, Washington & Franklin and Potomac Valley Railroads, stated separately, and compared with previous fiscal year, were as follows:

	MAIN LINE.		Inc. or Dec.
	1899.	1898.	
Gross earnings	\$585,754 54	\$668,164 89	Dec. \$82,410 35
Operating expenses and taxes	541,302 80	550,738 49	Dec. 9,435 69
Net earnings	\$44,451 74	\$117,376 40	Dec. \$72,924 66

BALTIMORE & HARRISBURG RAILWAY.
Including Baltimore & Harrisburg Railway (Western Extension).

	1899.		Inc. or Dec.
	1899.	1898.	
Gross earnings	\$250,402 60	\$248,201 25	Inc. \$2,201 35
Operating expenses and taxes	156,171 99	153,291 89	Inc. 2,880 10
Net earnings	\$94,230 61	\$94,909 36	Dec. \$678 75

BALTIMORE & CUMBERLAND VALLEY RAILROAD.

	1899.		Inc. or Dec.
	1899.	1898.	
Gross earnings	\$319,712 90	\$292,659 13	Inc. \$27,053 77
Operating expenses and taxes	165,443 62	193,905 37	Dec. 28,461 75
Net earnings	\$154,269 28	\$98,753 76	Inc. \$55,515 52

WASHINGTON & FRANKLIN RAILWAY.

	1899.		Inc. or Dec.
	1899.	1898.	
Gross earnings	\$91,538 56	Road not in operation.	Inc. \$91,538 56
Operating expenses and taxes	33,603 75		Inc. 33,603 75
Net earnings	\$57,934 81		Inc. \$57,934 81

POTOMAC VALLEY RAILROAD.

Including Baltimore & Harrisburg R. W. (Eastern Extension).

	1899.		Inc. or Dec.
	1899.	1898.	
Gross earnings	\$288,536 31	\$283,371 08	Inc. \$5,165 23
Operating expenses and taxes	107,093 52	92,145 78	Inc. 14,947 74
Net earnings	\$181,442 79	\$191,225 30	Inc. \$9,782 51

Recapitulation of net earnings as above:

	Increase.	Decrease.
Main Line	\$72,924 66	
B. & C. V. Ry.		1,471 52
B. & C. V. R. R.		2,880 10
B. & C. V. R. R. Ext.		56,726 74
W. & F. Ry.		67,934 81
P. V. R. R.		81,535 29
B. & H. Ry.		5,704 54
B. & H. E. Extension	2,672 10	
B. & H. W. Extension	5,025 79	
	\$204,155 13	\$80,100 72
Total net increase over 1898	\$124,054 41	

Of the total net earnings of \$532,319.23 from operation for 1899, \$44,451.74, or 8.35 per cent., was made upon the main line, and \$487,867.49, or 91.65 per cent., upon the branch lines, while much of the main line business was derived from the branches.

Of the \$1,003,615.68 expenses of operating the system, \$541,302.80, or 54 per cent., was incurred in operating the main line, and \$462,312.88, or 46 per cent., in operating the branches.

In order to ascertain the true value of the Western Maryland Railroad system, based upon its earning power, Mr. Stephen Little of New York, an expert accountant of national reputation, was employed to review and report upon the operations for the fiscal years ended September 30, 1898 and 1899, and to avail of his results in the preparation of this report it has been delayed until now.

The figures for 1898, with which comparisons are made, are not those published in the official report for that year, but the revised figures prepared by Mr. Little. These revisions were due to charging back some old claims and making other necessary adjustments pertaining to the operations of that year, which were not, and could not be dealt with until 1899, the plan pursued by Mr. Little being to accurately assign to each year its own earnings and liabilities regardless of when they were taken to book.

The following condensed Income Account of the Western Maryland Railroad system, taken from Mr. Little's report for 1899, summarizing as it does gross earnings, operating expenses, taxes, fixed charges, etc., would seem to show in the most concise form possible the value of the property based on operating results:

Gross earnings	\$1,535,934 91
Operating expenses	\$909,065 53
Taxes (including internal revenue tax)	34,550 15
Total operating expenses and taxes	1,003,615 68
Net earnings from operation after charging taxes	\$532,319 23
To which add:	
Dividends on B. & H. Railway stock (owned)	32,957 50
Total net income	\$565,276 73
Less:	
Fixed charges and interest, including interest on entire funded debt of W. M. R. R. Co. (\$236,456.32)	449,145 04
Surplus	\$116,131 69
Out of which dividends were declared on B. & H. Railway stock	36,000 00
Remaining surplus for the system carried to credit of profit and loss	\$80,131 69

The application of this surplus has been fully accounted for by Mr. Little in his final report.

Unfortunately, the Western Maryland, unlike most roads, has no special fund of new capital applicable to the betterment of the property, and so must meet all expenses out of earnings.

The fixed charges and rentals paid out of earnings during the year, at rates ranging from 3 1/4 to 8 per cent., amounted to nearly seven million dollars (\$6,794,972.98). The following statement, recently made public, covers a review of operations from 1873 to 1899, both inclusive, averages for periods of five years, instead of a separate statement for each of the twenty-seven years, being used to economize space:

STATEMENT OF MILEAGE, GROSS EARNINGS, EXPENSES AND NET EARNINGS FOR THE YEARS 1873 TO 1899, BOTH INCLUSIVE.

	Mileage.	Gross earnings.	Operating expenses and taxes.	Net earnings.
For the year ended September 30, 1873	90.30	\$218,394 28	\$192,083 69	\$26,300 59
Average for five years ended September 30, 1878	90.30	312,540 07	208,326 92	104,213 15
Average for five years ended September 30, 1883	109.56	480,238 13	329,493 58	150,744 55
Average for five years ended September 30, 1888	152.38	686,119 02	421,916 22	264,202 80
Average for five years ended September 30, 1893	216.34	957,913 99	625,931 36	331,982 63
Average for five years ended September 30, 1898	235.24	1,276,160 03	869,651 60	406,508 43
For the year ended September 30, 1899	253.06	1,535,934 91	1,003,615 68	532,319 23

In 1873 the Western Maryland Railroad had 90 miles of main track, mud roadbed, light wooden bridges, worn-out iron rails, 12 locomotives (all light), but few passenger and freight cars and practically no stations.

It now has 253 miles of stone-ballasted track, iron and steel bridges, steel rails, 61 locomotives (mostly heavy), a large passenger and freight equipment and over 100 station buildings, many of which are fine modern improvements which would be creditable to any railroad.

Thus it will be seen that by extending its system and making judicious expenditures of earnings in betterments the Western Maryland property has attained its present earning power and value, reported by Expert Little for 1899 as follows: Gross earnings, \$1,535,934.91; net income, \$565,276.73; value of property by capitalizing net income at 4 per cent., \$14,131,918.25.

In 1873 the whole number of passengers moved was 149,603 at 2.35 cents per mile, and the number of tons of freight 78,351 at 3 1/4 cents per mile, while in 1899 there were 1,185,623 passengers moved at 1.49 cents per mile and 3,365,260 tons of freight at .573 of a cent per mile, the increase in number of passengers being 692 per cent. and the increase in number of tons of freight 4156 per cent., while the resulting gross and net earnings show respectively increases of 153 and 154 per cent., notwithstanding the greatly-reduced rates.

It has not been until now that the Western Maryland system was congratulated on the Western Maryland having become a million-dollar road (in annual earnings), and we confess some satisfaction in now being able to call attention to the million-and-a-half mark having been passed.

Barring the effects of the recent sale agitation upon the floating debt holders of the company, resulting in precipitating a general demand for liquidation, the company was never in as prosperous a condition, from either a business or financial standpoint, as at present.

When applying for the refunding legislation, city and State, assurances were given by the company that as the \$75,000 third mortgage 6 per cent. bonds were refunded January 1, 1890, at 3 1/2 per cent., and the \$1,000,000 fourth mortgage 6 per cent. city stock at 3 1/2 per cent., January 1, 1902, it (the company) would assume the payment of interest at the reduced rate, and thereby entirely relieve the city.

Just what temporary effect the unsettling of the floating debt may have upon this arrangement remains to be seen. It has already delayed the payment of \$41,370 of the amount due the city on 1st ult., but as the floating debt troubles are being straightened out and as the earnings are steadily increasing, it is almost certain that the company will yet be able to fully comply with these engagements, so that the city will be entirely relieved by January 1, 1902, at the latest.

With the road self-sustaining and the city once relieved of further payments under its guarantees, any transfer of control of the property with the attendant uncertainties of the operating policy which would govern it in other hands would seem to be difficult to justify.

With the unification which has recently taken place between the larger roads, there would probably be no competition at a sale of the Western Maryland, and as for the road being bought to be extended as a trunk line or coal-carrying competitor to such lines, is too unlikely to merit a moment's consideration.

The great banking interests of the country, which control the trunk lines, would never allow the necessary extension securities to be marketed. The "South Penn"iasco, after five or six million dollars had been expended upon construction, is a living and ever-present example of this, for with twenty-five million dollars cash in hand for the link between Harrisburg and Pittsburg, it was compelled to abandon operations, and the Western Maryland, which was to be the Baltimore and nearest seaboard outlet for a great northwestern system, lost the opportunity of a century.

The train performance during the year was equivalent to the movement of 24,770,721 passengers and 183,813,412 tons of freight a distance of one mile, a decrease of 129,553 passenger-miles and an increase of 32,532,859 ton-miles as compared with 1898.

The average rates of transportation received during the year were one and forty-nine hundredths (.49) cents per passenger per mile and five hundred and seventy-three thousandths (.573) of a cent per ton per mile. While this was a slight improvement in the passenger rate (.04 of a cent), there was a falling off in the freight rate of seventy-three thousandths (.073) of a cent per ton-mile.

This reduction in the freight rate was the result of a lighter local business, due to the short grain and fruit crops, while the low rate through business was materially heavier.

When we consider, in connection with this, the great advance in the cost of supplies used in railroad operations, and that for five and a-half months of the year, pending the completion of the Allenwald cut-off, the Company was compelled to handle the heavy through business between the P. & H., N. & W. and B. & O. roads over the mountain grades via Edgemont and Waynesboro, the increase of \$124,054.41 in net earnings would seem to be a most favorable result.

The increased cost of service will be readily appreciated by the statement that steel rails, which could have been bought a little over a year ago for \$18 per ton delivered, are now selling at \$35 at the mills, while the wheels that run upon them have advanced from \$5.75 to \$10.50 each, and yet the operations in which they are employed are being conducted at practically the old rates.

When the understandings recently reached between the large roads in regard to the maintenance of rates become operative the Western Maryland will, of course, participate.

The business of the Company would now be much heavier but for the general shortage of motive power and coal cars upon connecting roads, and the inability of mines to fill orders.

No steps were taken during the year to avail of the Western Maryland Tidewater franchise, intended to afford to this Company an independent entrance into the city. This grant is a most liberal and valuable one, as was recently evidenced by capitalists offering to make the requisite provision for the work upon a 4 per cent. basis.

As the company's passenger and freight rates continue to decrease, while the charges for the use of the tracks of other roads in this city continue the same as when the average passenger rates were double those of today and freight rates averaged six times as high as now, it will readily be understood how onerous to the Company and how prohibitory to a large volume of business the present trackage charges have become.

They were made to fit entirely different conditions from those that now exist. While the terms were the best that could then be obtained (1875), they have borne harder and harder each year, until they are now having the effect of seriously cramping the usefulness of the road to the city. To illustrate: A resident of Arlington can take an electric car and ride from his home to his place of business for 5 cents, while if he paid this Company 10 cents it would all go to other roads for trackage and leave nothing for train service, while with 5 cents added for train service the rate becomes three times the electric rate and is prohibitive. We are, therefore, repeatedly urged that the arrangement is out of date and should be revised to comport with present conditions.

One serious objection to the present arrangement is that it gives a competitor complete surveillance over much of the company's business, enabling it to obtain information as to commodities handled, names of shippers, consignees, etc., which can be used for diverting business.

Among the additions and improvements made during the year and up to the date of this report the following may be mentioned:

The completion of the Washington & Franklin Railway from Hagerstown, Md., to Quinsonia, Pa., 14.37 miles, and the opening of it for traffic March 12, 1899; the completion of the Hagerstown roundhouse and shop improvements, including storehouse and enlarged water storage with standpipes; electric-lighting plant and pneumatic sanding apparatus; also new brick warehouses at Smithsburg, Md., and Waynesboro, Pa.; interlocking switch and signal apparatus at the crossing of the Cumberland Valley Railroad at Hagerstown, provided at joint expense, while the new office building of the Baltimore & Harrisburg Railway (Second Division of the Western Maryland system) at Hanover, Pa., placed under contract September 30, is now nearing completion. This will be a very creditable and much-needed accommodation, the present quarters being totally inadequate and unsuitable.

Very considerable progress has been made upon the reduction of grades from a maximum of about 76 feet per mile upon each side of the Grindstone Ridge to 37 feet against eastbound business and 53 feet against the lighter westbound. When completed trains made up at Hagerstown will be able to go through to Harrisburg without assistance from the helping engines now employed day and night upon this section of road. This work, four miles in length—Quinsonia to New Franklin—is under contract for completion by the 15th of May next, and is making good progress.

The requisite financial provision for this extension was made by the sale at par of the necessary stock and 5 per cent. bonds of the Washington & Franklin Railway Co. The helper service upon the west side of this ridge is costing \$500 per month, or 5 per cent. on \$120,000, while the expenditure of this amount now being made is expected to so improve the grades on each side of the summit as to render further help to trains in either direction unnecessary.

To defray the cost of constructing the Washington & Franklin Railway (which is a consolidation of the Hagerstown & State Line and Washington & Franklin Railroads) from North Junction, Hagerstown, to Quinsonia Junction, on the Baltimore & Cumberland Valley Railroad Extension, 14.37 miles, 2280 shares (\$14,000) of the stock of the Washington & Franklin Railway Co. and \$150,000 of the first mortgage 5 per cent. bonds of that company were sold at par, yielding \$264,000, of which there is an unexpended balance of \$370.77. All dividends over the 5 per cent. rental go to the lessee. Owing to its heavy rails, low grades and fine alignment, the Washington & Franklin, physically speaking, is the best and should prove the most profitable portion of the Western Maryland system.

The arrangement under which this company and the Philadelphia & Reading Railway Co. supply motive power for through freight service between Hagerstown and Harrisburg, in proportion to interested mileage (W. M. engines running through to Harrisburg and P. & R. engines to Hagerstown), has been in operation since March 12, 1899, and by eliminating the Shippensburg terminal, where, owing to inadequate facilities and other physical condi-

tions, great detention and inconvenience in handling business was experienced, has materially increased the capacity of the line and reduced the cost of operation.

The Company is still maintaining daily fast mail service in both directions between Baltimore and Hagerstown and connecting lines, though no restoration of compensation by the Postoffice Department has yet been made.

During the year \$372.67 was expended in complying with the Act of Congress of March 2, 1893, requiring all rolling stock used in interstate freight traffic to be equipped with automatic brakes and couplers by January 1, 1898—subsequently extended to January 1, 1900, and again to August 1, 1900.

The Company still has on this date 289 cars to equip with air brakes, which will require the expenditure of about \$13,000.

All the locomotives and passenger, baggage and express cars are equipped with air brakes and automatic couplers, while all freight cars are also equipped with automatic couplers.

I regret to have to report the deaths of the following prominent and most efficient officers of the Company during the past summer and fall: Mr. Hugh D. Scott of Gettysburg, Pa., superintendent Baltimore & Harrisburg (Second) Division, June 30, 1899; Hon. James W. Latimer of York, Pa., general counsel for Pennsylvania, July 22, 1899; Mr. Henry S. Kelley of Hanover, Pa., assistant master of machinery Second Division, October 20, 1899.

For further information you are respectfully referred to the Appendix of this Report, to the Report of the Treasurer and to the Income Accounts and Balance Sheets of the General Auditor.

Respectfully submitted,

J. M. HOOD,
President and General Manager.

TRADE LITERATURE.

Packings, etc.—Packings, valves, gaskets and articles of a similar nature are of a class that is constantly in demand wherever power plants are used. A pocket catalogue of such articles has been issued lately, wherein is described such as possessing merit have satisfactorily withstood the test of time. The majority of them have been on the market for many years, during which their uniform quality and reliability have become widely known. The Boston (Mass.) Belting Co., 256 Devonshire street, manufactures these goods, and will supply catalogue to those interested.

Rope Transmission.—Rope transmission is a method of conveying power from one place or one machine to another that has found favor with some of the most important industrial establishments in this country. A little "Blue Book on Rope Transmission" contains information concerning its subject (title that is apt to cause serious thought to be given this method of transmission by those users of power who have not before considered the subject. This little treatise, issued by the American Manufacturing Co. of 65 Wall street, New York city, presents important facts and formulas regarding rope transmission that will enlighten anyone desirous of acquiring knowledge in this direction. And it may decide some in selecting this method of transmitting power for installation in their plant, whether old or new. Proof is the most favorable argument that can be presented in support of any claim, and the jury which returns "success" in the case of the American Manufacturing Co.'s rope-transmission installations is composed of individual concerns who have found by practical experience that their recommendation is most deservedly given. These recommendations appear in the "Blue Book." The American Company manufactures all its own ropes, having for that purpose a most extensive manufactory in Brooklyn, N. Y. Plans, specifications and plants complete are furnished when desired.

Coal-Washing Machinery.—It is an acknowledged fact, recognized by coal-mining companies, that the washing of coal for the elimination of refuse and impurities (such as shale, slate, rock, sulphur and clay), is a subject which, while only considered by comparatively few up to the present time, will be generally considered in the near future. One prime factor in favor of this coal washing is that it will increase the value of the small coal; then again the saving in small coal, especially in thin veins, which is now going to the culm pile, will add many dollars to the operator's profit. The marketing of this small coal is of great importance; in fact, compulsory in many localities if the mine is to be operated upon a profitable basis, while the saving of the small coal in the larger veins is equally desirable. Equipments for coal washing, therefore, will be in urgent demand by operators of mines, and the Jeffrey system will doubtless have a universal clientage. The expense incident to the introduction of the Jeffrey system is within the reach of all operators, and the fact that the cost of maintaining and operating the same amounts to but a few cents per ton, while the increased value of the coal is anywhere from 25 to 50 per cent., makes it a very attractive proposition for the aggressive coal operator. This washing system has been demonstrated to be a practical and commercial success. Figures and designs for complete plants to suit any requirements will be supplied upon request. Address the Jeffrey Manufacturing Co. of Columbus, Ohio, which manufactures these washing equipments, and ask for recent catalogue on the subject. The company is also widely and favorably known as manufacturer of coal-mining machinery, conveying equipments, elevator plants and other apparatus and machinery needed in the modern mining and preparation of coal for the market.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

A bank with \$50,000 has been organized at Eutaw, Ala.

J. H. Carter and others are interested in the establishment of a bank at Blue Ridge, Ga.

It is reported that a national bank may be organized at Clarksburg, W. Va., by Amos Payne and others.

The bank recently organized at Tennessee, Ga., is to be called the Citizens' Bank, and will be capitalized at \$25,000.

J. S. Corley and others have obtained authority to organize a national bank at Cleburne, Texas, with \$100,000 capital stock.

J. Thomas Pennington and others are interested in a proposed savings bank to be organized at Galena, Md., with \$20,000 capital.

A bill is pending in the Maryland senate to incorporate the United Deposit & Fidelity Co. of Dorchester County. Among those interested is Joseph B. Seth of Baltimore.

A company is being formed in Maryland under the title of the Eastern Shore Trust Co. of Dorchester, with \$50,000 capital stock. It will probably have its offices at Cambridge, Md.

The bank recently organized at Parkersburg, W. Va., is called the Farmers and Mechanics' Bank. It is capitalized at \$100,000. J. W. Woodyard is president; S. T. Mallory, vice-president, and John R. Wallace, cashier.

Robert F. Bopes of Elkins, W. Va., is interested in the Citizens' National Bank, recently referred to in the Manufacturers' Record as being organized at Covington, Va. A building will be especially erected for the use of the institution.

The officers of the Century Banking & Safe Deposit Co., recently organized at Roanoke, Va., it is understood will be Edward L. Stone, president; H. T. Lafferty, vice-president, and T. W. Goodwin, secretary and treasurer. It is to be capitalized at \$100,000.

New Securities.

The town of Emporia, Va., will probably issue bonds for improvements. The town clerk may be addressed.

The city of Bristol, Va., has received the necessary authority to issue its proposed bonds. Address the mayor.

The town of Hyattsville, Md., has been authorized to issue \$30,000 in bonds for improvements. Address the mayor.

Z. V. Taylor, mayor, will receive bids until March 23 for the issue of \$35,000 in 5 per cent. bonds of Greensboro, N. C.

The State legislature has authorized the city of Natchez, Miss., to place \$25,000 in school bonds on the market. Address the mayor.

The town of Chatham, Va., has received legislative authority to issue its proposed bonds. The town clerk may be addressed.

The town of Williamsport, Md., is considering the idea of issuing bonds for refunding purposes. The town clerk will give further information.

The city of Natchez, Miss., will vote April 10 on the question of issuing \$25,000 in bonds for school purposes. The mayor may be addressed.

The Chattanooga Rapid Transit Co. has given a mortgage to secure an issue of \$300,000 in bonds for improvements. The Real Estate Trust Co. of Philadelphia is trustee.

The board of supervisors will receive bids until April 4 for an issue of \$50,000 in bonds of Botetourt county, Virginia. They may be addressed at Fincastle, Va., until April 4.

Bolivar county, Mississippi, will probably issue \$70,000 in bonds for various purposes, as it has received authority from the legislature. The county commissioners may be addressed at Rosedale.

The city of Baltimore is preparing to sell \$4,300,000 worth of 3½ per cent. city stock to refund various loans due between the present time and July 1. David Ambach is president of the board of finance commissioners.

The Queen Anne's Railroad Co. of Baltimore has decided to change its title to the Baltimore & Delaware Breakwater Railroad, and has asked for legislative authority to increase its bonded debt from \$15,000 to \$30,000 per mile.

J. E. Blackburn of Boyce, La., may be addressed concerning an issue of \$22,000 in 5 per cent. bonds which it is proposed to place upon the market. The issue will be secured by a mortgage upon the water-works and ice plant with which the town is to be provided.

Financial Notes.

The Florida State Bankers' Association will hold its annual meeting on March 21 at Orlando.

The State of Tennessee has determined to purchase \$110,000 worth of its bonds for cancellation on April 1.

A dispatch from Dallas, Texas, is to the effect that a plan is under way to consolidate two of the principal banks in that city with a capital stock of \$300,000.

The Southern Mutual Investment Co. has determined to remove its offices from Lexington to Louisville, Ky. James S. Escott of Louisville has been elected president of the organization.

Automatic Lubrication.—Automatic lubrication has been found to be one of the factors in the operation of machinery that leads to best results. Devices for automatic lubrication have appeared on the market from time to time, and operators of stationary engines, marine engines, steam pumps, locomotives, hydraulic elevators, etc., have become familiar with the merits of such lubrication. One of the automatic lubricators that has met with extensive and continued success on the market is the "Improved" Rochester automatic lubricator, manufactured exclusively by Messrs. Greene, Tweed & Co. of 17 Murray street, New York city. This device has been found to be safe, economical and reliable. It is always ready, and it is positive. It starts and stops with the engine or pump and feeds oil of any consistency. An illustrated catalogue giving complete descriptions of the "Improved" Rochester lubricator has been issued, and may be obtained on application.

Engineers and Contractors.—The term "engineers and contractors" is frequently made use of nowadays. In many instances those claiming the title are possessed of but scanty resources for the conduct of a thoroughly engineering and contracting business. A firm which has earned the title of "engineers and contractors" in its highest and most accurate sense is that known as Messrs. James Stewart & Co. of St. Louis, Pittsburg and New Orleans. Stewart & Co. have undertaken and completed some of the

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most difficult and largest contracts for buildings and industrial plants ever projected, and their success in that direction is amply tested. The firm has lately issued a letter to its friends, patrons and prospective clients calling attention in a retrospective way to the large contracts it handled in 1899, such as the important work costing over \$1,000,000 on the lower Mississippi river for the United States government; 750,000-bushel grain elevator at Galveston, Texas; \$1,000,000 courthouse at Fort Wayne, Ind.; 10-story steel fireproof construction filter house for American Sugar Refining Co. at New Orleans; Pullman Car Co.'s shops at Pullman, Ill.; large cement mills in Pennsylvania; works for manufacture of railway switches and signals, etc. The firm undertakes contracting and engineering work of any kind whatever, delivering the completed work to the owner ready for use; in fact, Messrs. Stewart & Co. undertake to design and build complete, ready for use, any structure or industrial plant that may be projected, no matter how difficult or whether such a contract has ever been completed before or not. The location or character of the work is immaterial. The Stewart organization includes competent men in every branch, and personal attention is given all contracts signed. No subcontracting is done. Messrs. Stewart & Co. handle Southern business from New Orleans, Western business from St. Louis and Eastern business from Pittsburg, to which latter city the Eastern office has been removed lately from Buffalo.